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THE HOME MAILS.

TO ARRIVE.

June 25th.—Europe (*viâ* Siberia), per s.s. TAISHUN.

June 26th.—Europe (*viâ* Negapatam), per s.s. FOOSSANG.

TO DEPART.

June 23rd.—Europe *viâ* Siberia, at noon, per s.s. MANCHURIA.

June 23rd.—Shanghai, North China, Japan, *viâ* Nagasaki, Honolulu, United States, South America, and Canada *viâ* San Francisco, and United Kingdom *viâ* Canada, at noon, per s.s. MANCHURIA.

June 24th.—Europe *viâ* Siberia, at 3 p.m., per s.s. LIANGCHOW.

June 26th.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at noon, per s.s. CHILI.

June 26th.—Europe *viâ* Siberia, at 5 p.m., per s.s. LUCHOW.

June 29th.—Formosa *viâ* Keelung, Shanghai, North China, Japan *viâ* Moji, Victoria, B.C., and Seattle (Wash.), at 3 p.m., per s.s. TAMBA MARU.

July 1st.—Straits, Colombo, Port Said, Marseilles and London, at 11 a.m., per s.s. KATORI MARU.

July 3rd.—Europe *viâ* Siberia, at 10 a.m., per s.s. MONTEAGLE.

July 3rd.—Shanghai, North China, Japan *viâ* Moji, Victoria, Vancouver, and United Kingdom *viâ* Canada, at 10 a.m., per s.s. MONTEAGLE.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

HAULING DOWN THE AMERICAN FLAG.

AMERICA'S PACIFIC OCEAN TRADE.

Mr. Winthrop L. Marvin, Author of "A History of the American Merchant Marine," contributes to the *San Francisco Chronicle* the following articles:—

The American Congress has hauled down the American flag and given Japan a monopoly of the great mail, passenger and freight carrying trade across the Pacific Ocean. To the uninformed this may seem an incredible statement, but it is absolutely true. A little clause in the new seamen's law of March 4th last, which President Wilson promptly signed, requiring that 75 per cent. of the crew of a steamship in all departments shall understand the language of the officers, has had this far-reaching and disastrous consequence. On its face this requirement is innocent enough and even praiseworthy. "Of course," the average man will promptly say, "the crew of a ship ought to understand the language of the officers." But general conditions are such that the inevitable result of this proviso is to drive the stars and stripes off the trans-Pacific route, and turn this great trade wholly over, so far as American seaports are concerned, to the Asiatic-manned steamship lines, so heavily subsidized by the Japanese Government.

For many years steamships of all nationalities plying between the Western American coast and Japan and China have been chiefly manned by industrious and docile Chinese sailors, firemen and stewards, though on the Japanese lines their own people have been substituted. These Asiatics have been engaged frankly because they were cheap, and they will work for wages of about $8 a month where white men would demand from $30 to $50. But the Chinese—and the same thing is true of the Japanese—are not only cheap, but reasonably efficient and thoroughly amenable to discipline. Orders of European or American officers are communicated to the crews through their own leading men who know both languages.

What the American Congress has now demanded is that the Chinese should go, not only from American ships, but from British or other European ships entering our ports in transoceanic commerce. As a quick and certain sequel, the Pacific Mail management has announced that after November 2nd next, two days before the new seamen's law goes into effect, its entire trans-Pacific service will be suspended.

No other course is humanly possible. The Pacific Mail, as an American steamship company, is not subsidized by its government. But the Toyo Kisen Kaisha, one of its Japanese competitors, paralleling its route from San Francisco to the Orient, receives a subsidy of $1,340,000 a year. The Osaka Shosen Kaisha, another Japanese concern receives a subsidy of $605,000, and the Nippon Yusen Kaisha—both of these running out of Puget Sound—receives $238,000. The British trans-Pacific line, called the Canadian Pacific Steamship Company, is subsidized by the British-Canadian governments to the amount of $218,000 a year.

All of these foreign competing companies employ cheap Oriental labour. The Pacific Mail has done the same, and through an exceptionally vigorous and able administration has maintained its service against the subsidized Japanese and British fleets, but for many years the American company has paid no dividend.

Now, however, in addition to the hopeless handicap of these foreign subsidies, the American Congress loads upon the American trans-Pacific line the obligation to discharge its Chinese stewards, sailors and firemen, and employ white men at from four to six times higher wages. That is to say, the Pacific Mail Company, without a subsidy, is required by the mandate of the American Congress to compete with foreign concerns generously subsidized and allowed, moreover, to retain Asiatic crews.

Not even an extraordinarily capable American management can meet these overwhelming conditions, and the American ships are, therefore, to be withdrawn. The British Pacific Company, that sails out of the Canadian port of Vancouver, is not subject to our seamen's law. The Japanese steamers come to American ports, but their Japanese crews understand the language of their Japanese officers. British and Japanese ships unhindered, will continue to run, and after November 2nd next any American citizen travelling from an American Pacific port to the Orient will have to sail under Japanese colours—because the law-makers of the United States have forced the stars and stripes from the Pacific Ocean.

When Congress took this extraordinary step, it was with full knowledge of the consequences. The Pacific Mail managers had told Senators and Representatives precisely what would follow. There was an opportunity to put American ships on an equality with foreign ships by granting mail pay or naval reserve pay, equivalent to foreign subsidies.

But Congress would not and did not do this. With eyes wide open, President Wilson and his followers blotted their country's flag off the sea—and for this, as for some other things, there is going to be a stern and speedy accounting.

SUBSIDIES TO STEAMSHIP COMPANIES.

The Japanese Budget for the fiscal year ending March 31st, 1916, passed during the recent session of the Diet, includes the following subsidies granted to the Nippon Yusen Kaisha, the Toyo Kisen Kaisha and the Osaka Shosen Kaisha:—

EUROPEAN SERVICE.

	Yen.
1916-1917	1,811,000
1917-1918	1,754,000
1918-1919	1,689,000
1919-1920	1,569,000

NORTH AMERICAN SERVICE.

	Yen.
1916-1917	2,949,000
1917-1918	2,802,000
1918-1919	2,669,000
1919-1920	2,50[illegible]00

SOUTH AMERICAN SERVICE.

	Yen.
1916-1917	297,000
1917-1918	291,000
1918-1919	284,000
1919-1920	269,000

AUSTRALIAN SERVICE.

	Yen.
1916-1917	175,000
1917-1918	160,000
1918-1919	169,000
1919-1920	188,000

CLOUD-SHROUDED ZEPPELINS.

FOG BOMBS FOR LONDON.

[BY A NEUTRAL IN "THE TIMES."]

Germany is talking of the coming invasion of London by a fleet of Zeppelins, possibly accompanied by other forms of aircraft. Some people there have even gone so far as to predict a date for the destruction of London, so confident are they in the power of the latest creations of Count Zeppelin, aided by a highly-trained staff of scientists. Germany has shown herself, by the employment of the death-dealing gases in the battlefields of Flanders and Northern France, fully alive to the part which chemical research can play in 20th century warfare, and investigation is being pushed forward unceasingly to find new methods which can be employed against the enemy.

The latest production of these highly-skilled scientists is directly aimed at England. It is the *Nebelbomben* (the fog bomb), to be used "when the big attack on London" takes place. Workers in the factories, who are usually so secretive, are as enthusiastic as schoolboys over the successful experiments made with the new contrivance, which explodes in the air and sheds over a large area a fog-like cloud sufficiently dense to obscure the airship from the rays of the most powerful search-lights. But the new invention can also be used in daylight.

"GREAT THING IN PREPARATION."

This information I gained while travelling through Germany during the last 10 days. I was sitting in a famous restaurant in Munich on Saturday week when the newspapers were brought in giving the first account of the torpedoing of the *Lusitania*. Throughout the restaurant there were cries of satisfaction, and a generally expressed sentiment was that the sinking of the gigantic vessel with those on board was the way to convince England, and also America, that Germany was able to develop her power on the sea and answer the starvation policy which had been adopted by the British. One elderly man, who, I heard later, was a prominent and learned citizen of Munich, was particularly loud in his expressions of delight. One of his companions, however, turned to him and said:—

"But this work of the submarines is small compared with what the Zeppelins are going to do. You have observed that the Zeppelins have been more active and are going still further and wider—and nearer London. Thus, you see, great things are in preparation. The British did not believe the power of our submarines. Now they have to. They have not believed in any real military power in our Zeppelins. That time will come.

"Well," said another of the party, "there has long been talk of that. It is no good to talk."

"But I know," replied the first. "Things have become different now. We will hit London. New machines, new bombs. I can tell you a secret. One of our foremost chemical works has been making something quite new for the Zeppelins. You know the 'Stinkbomben' (asphyxiating bombs). Our chemical resources are not yet exhausted. And I have seen the new Zeppelins."

Here they went away after a doubting remark from one and an expression of pious hope from another. I did not at first attach any importance to the conversation about Zeppelins. The threats of a Zeppelin raid on London during the first months of the war had remained boastful threats, and the Zeppelins had not shown themselves capable of inflicting any damage of military value. They had only killed some innocent civilians and caused meaningless destruction of property. There was, of course, always a possibility that Zeppelins would reach London.

THE NEW FOG-MAKING APPARATUS.

But two days later, when I travelled south from Munich, I was joined in the train by a young man who, in the German manner, at once entered into conversation with me, a complete stranger. He had evidently some difficulty in restraining himself. We passed through the plain. He pointed certain landmarks out, and told me that he had witnessed something quite remarkable there the other day.

Then he related how there had been a new big Zeppelin from Friedrichshafen flying over the plain in perfectly clear air. It made the journey to experiment with a new apparatus, the purpose of which was to enable the Zeppelins to make raids over enemy countries in the day time. This apparatus was a kind of "nebel-bomb," with a time fuse. When this bomb was dropped from the airship it exploded at a calculated distance from the ground and, with incredible rapidity, sent out a fog which absolutely shut out the Zeppelin from view. It was thus protected against attacks from guns and aeroplanes, and would be able to get away in comparative safety.

"I saw it myself," he exclaimed. "It was grand. The fog spread for many kilometres nearly instantaneously. With several bombs 20 kilometres square could be covered."

My expressions of doubt and wonder were met by the assurance: "I have carried the bomb myself; I am working in the factory."

It began to look as if there might, after all, be something in the predictions made in the Munich restaurant.

I tried to get the young man to explain more clearly, but he only said, "Well, you will soon hear more of it," and turned on to the subject of the marvellous discoveries which had been made in chemistry to make such things possible.

Later I was told by a friend that five or six new Zeppelins had been constructed at Friedrichshafen, specially intended to be used in an air raid on London. It would not be a question of any isolated airship dropping one or two bombs, but of a fleet of dirigibles. The journeys already made to the neighbourhood of London had given evidence of the feasibility of such a plan, and the Höchst and Badensche chemical factories, the most proficient in the world, were hard at work for some purpose in connection with a plan of that kind.

BRITISH MALAY RUBBER COMPANY, LIMITED.

CONTINUED PROGRESS: HOPEFUL ANTICIPATIONS.

The fifth annual ordinary general meeting was held on the 10th ult. at the offices, King William House, 2a, Eastcheap, London, Mr. F. T. Verner, the Chairman of the Company, presiding.

The Managing Director (Mr. H. F. Turner), having read the notice convening the meeting and the auditors' report,

The CHAIRMAN, in the course of his remarks in moving the adoption of the report and accounts, said:—Gentlemen, it gives me great pleasure to be able again to report that the working of our plantations has been carried on very efficiently during the past year, the results obtained fully justifying the hopeful forecast I took upon myself to express at our last meeting. The high opinion I entertain as regards the future of our properties has been throughout very greatly due to the confidence I placed in the knowledge and judgment of your director, Captain A. Yalden Thomson, who, as you are aware, visited and reported on your properties in 1910-1911, and 1912, and to whose advice and assistance we are so greatly indebted. Our total expenditure for the year has been £15,982, as against £22,935 in 1913. Under every heading, I may say, excepting "Roads and drains," there is a saving. Reference is made in the report to the surrender of about 2,000 acres of the company's grants, leaving it with 5,000 acres. The payment of rent at $4 per acre on such a large area, of which there was little prospect of planting with rubber, seemed an unnecessary expense to incur, especially in view of the fact that we have left some 1,800 to 2,000 acres which we can plant and some of this may be taken in hand gradually. The Board greatly appreciate the work carried out in 1914 under the superintendence of Mr. Wilde, by Mr. A. R. Thompson, manager of the Kubang Estate, Mr. Lautour, manager of the Jindarim Estate, and the staff generally.

PROPOSED INCREASE OF CAPITAL.

Some of the shareholders in this company are also interested in the Oriental Rubber Company, and in order to show more clearly the outlook and the reasons for our confidence in the future of this Company, I must briefly refer to the Oriental Company. The report for 1911, the fourth year of that company, show that the capital had been overspent by £2,622. In 1913 the capital overspent was £21,582, against which there was a balance of £8,229, undivided profits. Early in 1914 a new issue of capital was made to the amount of £15,000, and the result of the past year's working shows that the new capital has been so well applied that, in the eighth year, a dividend of 20 per cent. has been declared with a carry forward of £1,620, and £8,000 has been placed to reserve. The working of the British Malay Company has been and will continue to be on very similar lines. In 1914, the fourth year of the company, we find that the over expenditure on capital account was £4,160, and we are about to issue £20,000 additional capital; and, following the same procedure as pursued by the Oriental Company, we estimate, on a very conservative basis, that with rubber at about 2s. per lb., there will be a small dividend available in 1916, a larger one in 1917, and that in the eighth year, 1918, we shall have replaced the £18,000 capital which we anticipate may be overspent during 1915, 1916, and 1917, and have a large balance available for dividend and the formation of a reserve. We shall only require about half the amount of the additional capital this year and the balance in the first half of 1916.

The future of the rubber market is an unknown quantity. The present price for plantation rubber is 2s. 3¼d. per lb., which was the average for the whole of last year. The world's production shows a total increase of 11 per cent. in 1914 over 1913. For 1915 a large production of plantation rubber is expected, but it is not anticipated that the world's total production will show any material increase.

Mr. W. K. DAILEY seconded the motion, which was at once carried unanimously; and resolutions were also passed re-electing the retiring director and auditors, and increasing the capital to £130,000 by the creation of 10,000 new Ordinary shares of £1 each ranking in all respects *pari passu* with the existing capital of the company.

The proceedings terminated with a vote of thanks to the Chairman and directors and to the staff at home and in the Federated Malay States.

COMING TAXATION IN GERMANY.

Germans are beginning to realize what they will have to pay for the war. As Herr Paschnicke, a Reichstag Deputy, warned an audience at Magdeburg last month, "taxes are coming in numbers to-day undreamed of; the figures are enough to make one giddy." Not least among these charges will be the special allowances which it is proposed to grant to disabled soldiers and to the families of fallen soldiers, in addition to the usual pension. Above all, Germany will need guns, fortresses, modernized cavalry, Zeppelins, and as many submarines as possible. Ordinary taxation will not suffice to meet all these demands. Monopolies will have to be introduced. That these apprehensions are not altogether unwarranted is suggested by the fact that the Berlin income-tax estimate for the current year, with a total of just over £2,000,000, falls short by nearly one-tenth of last year's returns. It is feared that next year the full effect of the war will make itself felt. The income-tax assessments show that among the trades which have suffered most are fruiterers, breweries, public houses, bars, cafés, chemists and perfumers, goldsmiths, silversmiths, jewellers, milliners, furniture and piano dealers, and music and book sellers. Landowners, land speculators, builders, and the carrying trade have also suffered.

TRAMS AND TRENCHES.

THE APPEAL OF THE TRAMWAY COMPANY.

By pointed prose and effective verse the Hongkong Tramway Company campaign on behalf of the Prince of Wales' Fund is gradually attaining the end in view—a substantial monthly cheque which will help to cheer the lives of those gallant men who are facing the declared foe of humanity or are coming forward to fill the gaps of those who have made the supreme sacrifice by dying in order that their country may live. We do not know who is responsible for all those telling little printed appeals which confront one when riding in a tramcar, but he possesses a wonderful knowledge of human nature. None of us begrudges sacrifices on behalf of those who are fighting our battles, but we are all apt to forget as the weeks pass by that sustained help is necessary. The man behind the scenes of the Tramway Co.'s campaign has fully realised this, and each week he reminds us, in his own sympathetic way, of our duty to those on the far-away battlefield. No big amounts are asked for; it has been pointed out that a cent deposited in the box on the car each time a fare is paid for will produce quite a handsome sum. This fact has been brought home to travellers on the tramway in a variety of literary ways, and to-day another set of these well-conceived appeals will appear in each car.

We select the following from the many which, it is hoped, will revive the memory of those whose cents will mean so much to the men in the trenches and those who have to mourn the loss of the bread-winner:—

By bridge and battery, town and trench,
They're fighting with bull-dog pluck;
Not one, from Tommy to General French,
Is down upon his luck.
There are some who stand and some who fall,
But how does the chorus go—
That echoing in the hearts of all?
"Are we downhearted?—No!"

And what of the girl who is left behind.
And the wife who misses her mate?—
"Oh, well, we've got our business to mind
Though it's only to watch and wait.
So we'll take what comes with a gallant heart
As we busily knit and sew,
Trying, God help us, to do our part,
'Are we downhearted?—No!'"

Jessie Pope.

"Don't forget the little collection box behind you."

Our boxes are not opening quite so well as at first. After 10 months in the trenches our men are as cheery as ever; they are not slacking, neither must we. Military Experts say the war will last two years, so every cent will be needed.

"Don't forget the little box downstairs."

You say the box is in an awkward place. We know it is; but never mind, don't be bashful, the passengers will not mind you leaning over them. Keep your copper cents for the little box—you would be surprised how they fell up.

"Don't forget the little box downstairs."

HONGKONG TRAMWAY CO.

OFFICIAL APPRECIATION OF ITS PUBLIC SPIRIT.

The following appreciative letter has been received by the General Manager of the Hongkong Tramway Co., Ltd., from the Hon. the Colonial Secretary:—

[*Copy.*]

COLONIAL SECRETARY'S OFFICE,
Hongkong.
30th April, 1915.

SIR,—I am directed to inform you that, in forwarding a report by the General Officer Commanding to the Secretary of State on the Military operations in this Colony from the outbreak of the war up to the end of the year 1914, His Excellency the Governor was pleased to bring to the notice of the Secretary of State for the Colonies the public spirit exhibited by the Hongkong Tramway Co. in placing their services at the disposal of the Military Authorities and rendering much valuable assistance, and that Mr. Harcourt has desired His Excellency to convey to you his appreciation, which is shared by the Army Council, of the assistance rendered.

—I am, Sir, Your obedient servant,
CLAUD SEVERN,
Colonial Secretary.

The General Manager,
Hongkong Tramway Co., Ltd.

AN OPPORTUNITY FOR PASSENGERS.

A gentleman who was recently in Port Said informs the *Times of Ceylon* that people going home at present have an opportunity of being of assistance to our soldiers. Passengers are allowed to go into the Military Hospital and the tents for convalescent soldiers on the seashore at Port Said. The wounded Tommies in these places are hard-up for cigarettes and matches, especially the latter, and anyone going to see them armed with these is sure of a hearty welcome. It is as well to remember, however, our informant told us, that the soldiers are not as a rule enamoured of Egyptian or Turkish cigarettes, but prefer Virginian.

The following story is vouched for by a well-known Scottish M.P. somewhere off the east coast. A trawler was on naval patrol duty. The skipper thought he would like some fish for breakfast, so he commenced operations. Soon up popped a German submarine close by. The trawler's skipper, an Aberdonian, was about to ram it and earn the prize money, when the submarine commander, not suspecting this evil intention, offered to buy some fish. So the canny Scot went alongside, sold his fish—and then rammed the submarine.

TRADE AND JAPANESE POLITICAL CONTROL.

RESULTS IN MANCHURIA.

In an article in the *Far Eastern Review*, which discusses the economic effects of the extension of Japan's sphere of influence in China, the writer says:—

"Experience has shown that in regions in which political control is exercised by the Japanese the tendency is for foreign trade other than Japanese to diminish. South Manchuria is a case in point. When South Manchuria was in Russian occupation a large trade in British and American manufactures was built up. It was trade of a very valuable character, as the people of Manchuria, while discriminating purchasers, were always prompt in meeting their engagements and were in every way good customers. Some difficulty is experienced in collecting statistics to show to what extent Japanese trade has increased and foreign trade fallen off in South Manchuria since the war between Russia and Japan. The Customs Office at Dalny, or Dairen, was established only a few months before the war, and consequently comparative figures are not available. Newchwang was the chief port of entry in 1903 (the year before the war), but the greater bulk of the trade now passes through Dalny and Antung. However, the Chinese Customs returns in relation to Newchwang, notwithstanding the changed conditions there, are still of some value for comparative purposes, as it may be assumed that the falling off in the trade because of the rivalry of Dalny and Antung would affect foreign countries more or less equally, although the returns of Japanese trade at Newchwang might be expected to show the greatest falling off as it would naturally flow through the nearer ports. This latter result has not proved to be the case. While figures in regard to the total trade of each of the respective countries whose goods pass through Newchwang into Manchuria are not available it is, perhaps, permissible to quote those relating to one or two standard staples, and to assume from what these disclose that the general tendency has been similar. In the Chinese Customs returns for Newchwang for the year 1903, we find under the heading "gray, plain sheeting" the following:—

Country	Pieces.
American	1,033,089
Japanese	70,800
English	5,200

Under this heading the figures in 1913 were:—

Country	Pieces.
American	225,210
Japanese	124,840
English	4,230

It will be noticed that there has been a very marked falling off in the total trade, but that while American trade fell off by more than 75 per cent., and that of Great Britain by 20 per cent., Japan's trade increased by some 75 per cent. The figures given suggest that the trade generally has fallen off materially, but we find under the comprehensive heading "cotton goods" in the Antung returns for 1913 the following:—

Country	Pieces.
Japanese	1,374,744
English	27,007
American	90

This would indicate that much of the trade that formerly passed into Manchuria through Newchwang now finds Antung a more advantageous portal. It is also clear that trade is almost monopolised by Japan.

The figures for sheetings are sufficiently illuminating, and when attention is given to drills it will be seen that the diminution in foreign trade is not confined to one line. The following table presents the facts in regard to drills:—

Country	1903	1913
American	569,655	72,670
Japanese	87,430	80,076
English	380	1,829

In this instance Japan has ousted America from the premier position even at Newchwang, which for geographical and other reasons is the port least favoured by Japanese exporters (in 1907 it was estimated that Japanese imports to Manchuria is 1906 amounted to over G. $12,000,000, of which less than $1,500,000 paid duty at Newchwang).

It can be seen from the figures that have been quoted that Japanese goods, even when there was some limitation to the control exercised by Japan over South Manchuria, succeeded is displacing those from other countries. When we turn to Korea, which has reached the final stage of the journey upon which South Manchuria has progressed far and upon which, under Japan's guidance, Eastern Inner Mongolia, Shantung and Fukien are invited to start, it is found that the trade of countries other than Japan is steadily diminishing. Taking the items grey sheetings and shirtings, it is found that in 1909, the year before the annexation of Korea by Japan, Japan's share of the trade was fifty per cent., and Great Britain's forty-nine per cent. In 1913 the Japanese share was ninety per cent. and the British eight per cent. In the period in question the trade in British T cloth disappeared.

OPIUM-SUPPRESSION POLICY.

The International Anti-Opium Association has submitted a second petition to the Government, vehemently protesting against the recently-introduced surtax on opium. It gives four reasons why such a surtax should not be imposed: (1) It is contrary to Opium Suppression Policy. (2) It is inconsistent with law and unjust to the people. (2) The Government breaks faith. (4) The opium-suppression policy is damaged. It winds up by stating that even if the Government were in extreme want of money, it should still strive to preserve its dignity a little, and that if such a course could be pursued, it would be much better to sell some important districts to foreign countries which would pay a price hundreds of times what could be got out of such a misdeed.

TRIAL BY TORTURE IN ANHUI.

USE OF HOT WIRES AND RAMRODS.

A correspondent of the *N.-C. Daily News* wrote on the 5th inst. from Liuanchow as follows:—

On arriving here from Wuhu two days ago I learned that some eighty men bearing a couple of red and white flags had arrived at the North gate. When questioned they said they were come to lay the rails of the new line. Neither foreign nor Chinese railway people know anything about it. In fact no land has been bought so far, nor has any levelling, which generally precedes plate-laying, been done. Further questions are said to have elicited the answer that the soldiers had sent for them to come here and one or two names were given. The men are from Mengcheng and Koyangshien east-north-east of Yingchowfu, from which districts most of our soldiers here are recruited.

No time was lost in "examining" some of the men. The bamboo is being applied vigorously and burning incense, red hot wire or old ramrods are applied to the body, the principal place of contact being under the armpits. I was told of one old man being so exhausted that he could only move slowly some ten yards before requiring a drink of tea. Two boats were found ownerless in the river after these men were arrested and over 200 men are reported to have gone back from a place ten miles north of this city.

ANXIOUS FOR WORK.

From some reports it would seem the men had been too credulous. They believed stories about railway construction going on here and started off under leaders, paying for what they wanted *en route*. That is one account and many people seem to sympathize with the band, but hardly anybody expects them to avoid the death penalty. One said in my hearing, "When questioned they answer 'Yes' to every interrogation because they know no other answer will be acceptable, and they wish to avoid further suffering."

Whether the band are brigands, rebels, or simply deluded people in search of work is not certain as yet, for no conviction or decision has been given out so far. Needless to say, the city people are perturbed and rumours of bands of robbers at places fifty, seventy or more *li* away are plentiful. These are proved to be false by the coming of one or more people from the places mentioned to purchase material in the city. Late on Thursday night many people fled from the southward of the city evidently fearing the worst. I am afraid the soldiers who have been here over a year do just the reverse of inspiring confidence.

On my way from Wuhu I could not help comparing the present state of things with those of just a year ago. Then the barley was poor, wheat blasted and newly transplanted rice scorched or nearly scorched for lack of water. Now wheat, tically all cut and the crops are very good.

COAL FOR CHINA.

The *Japan Gazette* states that:—"Since the conclusion of the recent Sino-Japanese negotiations there has arisen in China a keen demand for Japanese coal. For instance, shipments from Wakamatsu, Kyushu, to Shanghai and other Chinese ports during last month amounted to over 95,000 tons. The figures show an increase of 18,000 tons as against the preceding month. The shipments during the first three months of this year did not exceed 50,000 tons per month. The shipments last month comprised 30,000 tons for Shanghai, 8,000 tons for Hankow, 9,500 tons for Canton, 1,800 tons for Ningpo, 41,000 tons for Hongkong, and 500 tons for Tsingtao."

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

LEAVE.

1.—The undermentioned are granted leave of absence as follows:—
Private K. Brayshay from 19th June, 1915, to 6th July, 1915.
Gunner C. Humphreys from 22nd June, 1915, to 22nd August, 1915.

PARADES.

2.—Parades for Wednesday, 23rd instant.
7 a.m. Signalling Section, Signalling Instruction at Headquarters.
5.30 p.m. Right Section M.G. Co., Squad Drill at Headquarters for Recruits who are not passed out to-day.

DETAIL.

3.—On duty at Gun Club Hill, Kowloon, No. 2 Section Artillery Battery.
Officer on duty: Capt. Murray Scott.
On duty at Kowloon (Detention Camp): H.K.V.R.
Orderly Officer: Lieut. Kennett.
Orderly Sergeant: Sergt. Frith.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

POLICE RESERVE ORDERS.

PARADES.

Wednesday, June 23rd.—Nos. 1 and 2 Platoons, Portuguese Company, and Nos. 1 and 2 Chinese Company, 5.30 p.m.
Thursday, June 24th.—Nos. 3 and 4 Platoons, Chinese Company.

SERVICE RIFLES.

All members of the Chinese, Portuguese and Indian Platoons in possession of Service Rifles must return same to the Armoury on Wednesday, June 23rd, between 5.15 and 5.30 p.m.

This order does not apply to the following:—Sergeants Sirdar Khan, A. E. Alves, Mow Fung, Wei Wing Sam, F. da Silva and P. Os. James Wong, O. Chan and H. M. M. Remedios.

MUSKETRY.

The Police Reserve will shoot against a team of the regular Police on Saturday, July 3rd, at King's Park.

F. C. JENKIN,
D. S. P. (Reserve).

SEQUEL TO PEKING WEDDING.

A STRANGE DISAPPEARANCE.

SEATTLE, May 13th.

Charles Leslie Morgan, 31 years old, who for the last nine years has been an attache of the United States Consular service at Peking, has been missing from his quarters at the Hotel Butler since 11 o'clock yesterday morning, and his bride of a few weeks, certain that he has met with foul play, is on the verge of nervous collapse. Every available detective in the city and all shifts of policemen are conducting a careful search for any information which may lead to a solution of the circumstances surrounding his mysterious disappearance.

Morgan, who with his wife was a passenger on the ill-fated liner *Minnesota*, reached the United States on the Royal Mail steamship *Moana*, coming directly to Seattle from San Francisco. On March 21st he was married to a feminine attache of the Dutch Legation at Peking and the trip to the United States was planned to be a portion of their wedding journey.

At 11 o'clock yesterday morning Morgan left the hotel, explaining to his bride that he was going to a bank to obtain some money. On leaving her he bade her an affectionate farewell and apparently was in the best of spirits. Mrs. Morgan, who speaks but little English, never has been in the United States before, and this is Morgan's first trip to Seattle. So far as the wife has been able to discover, he had no acquaintances here.

Throughout the afternoon and early evening yesterday Mrs. Morgan waited and watched for her husband's return. Late at night she consulted the telephone directory and called up a prominent German resident with a request for advice as to what her course of action should be. Her consultant instructed her to wait until this morning and then report to the federal authorities if Morgan had not appeared.

Early this morning she called on A. B Hamer, special inspector of the treasury department in Seattle and laid the case before him. He at once requested the co-operation of the police department and a close search of all hospitals, accident reports and phyicians' notifications of minor injuries treated, was instituted. Nothing developed which offers the slightest clue as to Morgan's whereabouts. His wife asserts positively that he would not have left Seattle voluntarily.

A DEAL IN "WHITE TEA!"

CHINESE HEAVILY FINED IN OPIUM CASE.

There was concluded, by Mr. E. L. Talma, in the District Court, at Singapore last week, the case in which the Monoplies Department took action against a number of Chinese for dealing in Persian opium, or "white tea," as it is sometimes referred to. It may be remembered that chests of this particular kind of opium were seized on a Chinese junk about to sail for Annam, and that the clerk in charge declared he had bought it as "white tea" from a towkay who had assured him that it was not "salah." Evidence showed that this man paid $9,600 in such circumstances as to make it clear that he knew he was entering upon an illicit opium deal. He gave evidence himself as a witness for the Crown, but neither side derived much satisfaction from his statements, many of his answers being unsatisfactory in the extreme. So unsatisfactory, in fact, that instead of escaping the consequences of attempting to get the opium away to Annam, he was ordered to pay a very heavy fine, $7,500, for being in possession of three chests of opium weighing 5,049 tahils. Kiong Chin Kiat, connected with the chop which sold the opium and represented by Mr. Roland Braddell, was also fined same amount, $5,500 for being in possession of opium weighing 3,365 tahils, $2,500 for removing or being concerned in the removal of five chests of opium weighing 8,411 tahils, and $2,500 for shipping five chests from a licensed warehouse contrary to the conditions of a permit, or $7,000 in all. Lim Jui Tew, the clerk of the junk, was given three months' rigorous imprisonment as an alternative to paying his fine, the other accused being sentenced, in default, to three months' rigorous imprisonment on the first and second charges, the sentences to run concurrently. Tan Tye Hong, a coolie, who helped to move the opium, was fined $50 or, in default, fourteen days. There was another man implicated in the business, but he was discharged at an early stage of the case.

The towkay of Chop Ban Seng Soon, Tam Tiew Beng, with whom the man Lim Jui Tew declared he did business, was arrested some time ago upon information sworn by Lim Jui Tew, and is now awaiting the opening of the proceedings by the authorities. Lim Jui Tew moved in the matter of recovering the $9,600 which he paid for the opium, but Mr. Talma told him that no order could be made in that Court. It might be that he could take civil action in the Supreme Court.

Mr. F. M. Baddeley, superintendent, Government Monopolies, who conducted the case for the prosecution, asked for an order that the opium be confiscated. This was made, together with an order authorising the confiscation of the junk.

THE RECORD FOR FUNK.

Mr. F. T. Jane, in some recent notes on the naval aspects of the war wrote:—

The *Goeben* continues her record. She seems to have ventured down the Dardanelles; but, fired at by the *Agamemnon*, she promptly did her usual performance of turning round and running for it. This is apparently the sixth revival of this particular play. Even the German public must be getting a little tired of it by now. And, to think of it, that a year ago—I quote from one of her officers—"the *Goeben* represents the Spartan ideal of the German Navy as opposed to the Capri-like sybaritism of the British Navy." The simile is perhaps a trifle mixed; but the *Goeben* was certainly Germany's show ship. One wonders exactly how many Iron Crosses have been distributed on board her. For downright funk she takes the record. Whatever we may have to say about the rest of the enemy, they have certainly not been cowards. The *Goeben*, however, has invariably been white feathers from bow to stern.

NEW ADVERTISEMENTS

TO LET.
From 1st July.

NORMAN COTTAGE, No. 2, Peak Road 4 GOOD ROOMS.
Apply—
PERCY SMITH, SETH & FLEMING,
5 Queen's Road Central.
Hongkong, 23rd June, 1915. [685

FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

THE Steamship
"MERIONETHSHIRE,"
Sails on or about 30th June.
For freight and particulars, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.
Hongkong, 23rd June, 1915. [656

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

MAY ROAD STATION will be Open for Traffic on and after THURSDAY, July 1st.

Single Fares from Upper or Lower Terminus, 20 Cents.

Season Tickets available for Three Months between the Lower Terminus and May Road—can be obtained on application at the Company's Office at the following rates:—

Gentlemen	$20.00
Ladies	$10.00
Children	$ 5.00

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 21st June, 1915. [681

THE HONGKONG ICE CO., LTD.

NOTICE.

OWING to the INCREASED COST of Manufacture, &c., it has been decided to raise the Price of ICE to 1½ cents per lb. as from 1st July next.
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 16th June, 1915. [678

NOTICE.

THE 6 PER CENT. INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE Public are hereby notified that the SECOND PAYMENT OF INTEREST of the 6% Internal Loan of the 3rd year of the Chinese Republic (1914) will fall due on the 30th of June of this year. With the exception of the detailed regulations, governing the Payment of Interest of the Loan, which have been published in the *Government Gazette* and which have been printed for the information of the Public by all the establishments authorised for the Payment of Interest, the following important points are hereby published for general information:—

1. The date when the Payment of Interest begins:
   30th June, 4th Year of the Chinese Republic.
2. The Organs authorised for the Payment of Interest:
   a. All Magistrates' Yamens.
   b. The Head and Branch Offices of the BANK OF CHINA and of the BANK OF COMMUNICATIONS.
   c. The Reliable Agents of the above-mentioned two Banks.
   d. All Maritime Customs Offices.
3. The Methods for the Claiming of Interest.
   The Public when Claiming for the Interest must cut down the matured Coupons and proceed to any of the above-mentioned Organs with the said Coupons. The said Organs after examining the said Coupons will then Pay the Interest and retain the Coupons so paid. But the holders of $1,000 Bonds and of $10,000 Bonds must not cut down the Coupons themselves, as the said Bonds have to be examined first by the Organs concerned.
   The Matured Coupons can be used as cash in Payment of Land Tax. The Interest of the Coupons is expressed in term of "Big Dollar," and if it is required to be converted into Taels or Copper Cash, then the Rate of Exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.
   The blank Coupon No. 1 of each Bond must be cut down at the time when the Coupon No. 2 is presented for payment in cash or for payment of Land Tax and to be handed over for cancellation together with Coupon No. 2. The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorised Organs above-mentioned.

By Order.
THE BUREAU OF NATIONAL LOANS.
[668

THE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.
SIXTEEN MILLION DOLLARS ($16,000,000)
AND
SUPPLEMENTARY ISSUE OF EIGHT MILLION DOLLARS ($8,000,000).

SUBSCRIBERS to the above LOAN are hereby notified that the Interest Instalment for the month of June, amounting to Dollars One Hundred and Twenty Thousand ($120,000) has been duly received by the Undersigned and brought to Loan Service Account.

F. A. AGLEN,
Inspector General of Customs,
and Vice-Chairman of the Bureau of National Loans.
Inspectorate General of Customs,
Peking, 14th June, 1915. [682

G. [illegible] R.

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.
Hongkong, 16th February, 1915. [292

INTIMATIONS

HONGKONG TRAMWAY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the HONGKONG TRAMWAY Co., LTD., will be held at the Offices of Messrs. JARDINE, MATHESON Co., LTD., Pedder Street, Hongkong, TO-DAY (WEDNESDAY) 23rd June, 1915, at NOON, to transact the Ordinary Business of the Company.
By Order of the Board,
J. J. STODDART KENNEDY,
Secretary.
Hongkong, 21st May, 1915. [679

POLO.

UNDER the Distinguished Patronage of His Excellency Sir HENRY MAY, K.C.M.G., Major-General KELLY, C.B., and Commodore ASTRUTHER, R.N.
A POLO MATCH
will be played at CAUSEWAY BAY, TO-DAY (WEDNESDAY), JUNE 23RD, AT 5.30 P.M., Weather permitting,
IN AID OF THE
BELGIAN ORPHAN FUND.

IRELAND versus	THE REST
Major LAWDER.	Capt. HATTERSLY-SMITH, R.A.
Lt. WYNDHAM-QUIN, R.N.	V. SMYTHE, Esq., R.A.
Capt. THOMSON, 18th L.I.	DAVID LANDALE, Esq.
Lt. FORBES, R.N.	A. KNOLL, Esq.

By kind permission of Major Nicholson and Officers of the Regiment,
The BAND of the 18th LIGHT INFANTRY will attend.
ADMISSION:
To seats and tea provided by the Members of the Hongkong Polo Club,
$2.
Admission to ground for N.C.Os. and men of H.M. Regular and Territorial Forces and their wives, also the British Employees of H.M. Naval Yard,
25 Cents.
Refreshment Tent in Aid of the Fund.
By the kindness of the Hongkong Tramway Co Extra Cars will be run to Causeway Bay from 4.45-6.30.
Hongkong, 18th June, 1915.

SAVE YOUR BLADES

YOUR DULL SAFETY BLADES.
NEED NOT BE THROWN AWAY.
75 Cts. per Dozen. Send them to our Expert Razor Cutler. He will resharpen any make of Safety Razor as keen as New. He sharpens everything.
CAMPBELL, MOORE & Co., LTD.
Hongkong, 16th June, 1915. [667

MESSRS. KOMOR & KOMOR
EXHIBIT at their ART GALLERY Alexandra Buildings,
FOR 10 DAYS ONLY,
FORTY-FIVE SELECTED PICTURES
by
E. KATO.
An inspection is cordially invited.
KOMOR & KOMOR.
Hongkong, 8th June, 1915. [646

JUST RECEIVED:
Stanley Gibbon's
POSTAGE STAMP CATALOGUE.
First and Second Parts complete.
GRACA & CO.,
No. 11A, CAINE ROAD.
Hongkong, 23rd June, 1915. [465

TO LET.

"BISHOP'S LODGE SOUTH," No. 11, THE PEAK, Unfurnished, 5 Rooms.
No. 6, BELILIOS TERRACE.
ONE GODOWN, No. 8, Burrows Street, Wanchai.
TWO GODOWNS, in Duddell Street.
"SHORNCLIFFE," Garden Road (Bowen Road level), 6 Rooms Furnished.
ONE LARGE SHOP in Queen's Road Central (opposite Hongkong Hotel).
"WOODBURY," No. 4, Hankow Road, Kowloon.
No. 1, CAMERON VILLAS, No. 61, THE PEAK, Furnished. Immediate possession.
No. 3, DES VŒUX VILLAS, 52, Mount Kellett, The Peak (Furnished or Unfurnished).
No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELILIOS TERRACE, with entrance in Conduit Road. In very good order.
3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).
ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.
No. 59, THE PEAK (5 CAMERON VILLAS
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 16th June, 1915. [43

HOUSES TO LET

TO LET AT THE PEAK.

TOP FLAT, FURNISHED, 2 LARGE ROOMS, Dressing Room, 2 Bathrooms, use of Nursery, Dry Room, Kitchen, Servants' Quarters, Telephone. Inclusive $100 per month.
Apply— "NIC,"
Care of "Daily Press" Office.
Hongkong, 19th June, 1915. [673

TO LET.

IN CHATER ROAD, facing the Cricket Ground, ROOMS suitable for Offices.
Apply to— "X. Y. Z.,"
Care of "Daily Press" Office.
Hongkong, 18th June, 1915. [670

TO LET.

"HOMEVILLE," No. 153, Wanchai Road. 10-Roomed House, with Small Garden. Splendid View of the Harbour.
TWO GODOWNS at Wanchai, Nos. 6 and 8, Cross Lane (formerly occupied by Meyerink & Co.).
Apply— D. H.,
Care of "Daily Press" Office.
Hongkong, 14th June, 1915. [661

TO LET.
From 1st March.

GODOWN, No. 6, Duddell Street.
Apply— A. B. AVASIA,
Care of E. PABANEI,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244

TO LET.

HOUSES in TORRES BUILDINGS, Kowloon.
Apply to— SPANISH DOMINICAN PROCURATION.
Hongkong, 9th June, 1915. [501

TO LET.

FURNISHED, including a splendid Piano, "FAIR VIEW," No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.
Apply to— DAVID SASSOON & Co., LTD.
Hongkong, 1st June, 1915. [615

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.
Apply within.
Hongkong, 1st June, 1915. [616

TO LET.

BRITISH CONCESSION, SHAMEEN, CANTON.

JUST Completing: Building of Modern Fire-Proof Structure; Electric Light and Hot and Cold Water Installation throughout. Good Office and Godown accommodation. Three self-contained Flats. Occupation end July. Inspection invited.
Apply— T. E. GRIFFITH, LTD.,
Canton.
Canton, 28th May, 1915. [611

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAY ROAD, Hongkong, with possession on or about 15th August next, English Baths and Kitchen ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.
"PENYRHEW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court.
2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Courts.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
Apply to— HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 4th June, 1915. [580

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply— THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915. [45

TO LET.

THE GROUND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, occupied by Madame Gains, etc
Apply to— DAVID SASSOON & Co., LTD.
Hongkong, 10th February, 1915. [272

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
58, THE PEAK "THE RETREAT."
21, WONG-NEI-CHONG ROAD.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st April, 1915. [38

TO LET.

OFFICES in ST. GEORGE'S BUILDING Second Floor, Overlooking Harbour immediate possession.
Apply to— SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank,
GODOWN, No. 9, Ice House Street,
Apply to— THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915. [35

INTIMATION

BY APPOINTMENT.

WATSON'S DRY GINGER-ALE.

FRAGRANT.
AROMATIC.
DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

PINTS $1.00 PER DOZ
SPLITS 60 CTS. " "

TRADE MARK.

A. S. WATSON & CO., LTD.

ÆRATED WATER MANUFACTURERS.

[13

ACKNOWLEDGMENT.

Mr. C. J. COOKE begs to tender his heartfelt thanks to his kind friends who sent wreaths as a token of their sympathy with him in his recent bereavement and also to those who were present at the funeral of his beloved mother, GEORGINA COOKE.
[684

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 23RD, 1915.

"GOD BLESS THE PRINCE OF WALES."

THOUGH the PRINCE OF WALES is twenty-one years of age to-day, the popular rejoicings which are always associated with the attainment of the HEIR-APPARENT'S majority will be postponed at the express wish of HIS ROYAL HIGHNESS until the nation has emerged triumphant with its Allies from the war which now casts its black shadow over Europe. For some months past the PRINCE has been with our Army in France, living up to his motto, *Ich Dien* ("I serve"), and it would have been foreign to all that we know of him if the grim struggle which is there taking place had not induced him to relinquish all idea of festivities until brighter days shall dawn. HIS ROYAL HIGHNESS has merely shown that sense of personal self-sacrifice and of the fitness of things that we have learned by long and happy experience to associate with the Royal House to which he belongs, and we may be quite sure that when peace has been restored once again the Empire's tribute to the PRINCE will lose nothing in its warmth by the fact that it has been delayed. In the meantime, British subjects throughout the world will in their hearts offer him their cordial felicitations and sincere good wishes. Already HIS ROYAL HIGHNESS gives every indication of following worthily in the footsteps of his illustrious predecessors, and of maintaining, when in the fullness of time he sits upon the throne of his forefathers, the high traditions of the kingly office which they have created. Under the wise direction of his august father, he is receiving an education that should prove an excellent equipment for the high and responsible duties that will eventually devolve upon him. As a lieutenant, first in the Navy and then in the Army, he will possess a first-hand knowledge of both the Services, and as an Oxford undergraduate, entering fully into the common life of the 'Varsity, he will have associated freely with young men of his own age who belong, for the most part, to the upper middle classes. When at Osborne he was treated, by the KING's command, in exactly the same way as the other cadets, and when he joined the Grenadier Guards at Brentwood last year he was to be seen marching out with his men and taking a frugal meal of bread and cheese in their midst during the midday halt. He is thus being made acquainted with all classes of his future subjects, and learning, as never a Royal Prince has learnt before, to understand their different points of view. That is an advantage which in these democratic days cannot be over-rated, and will stand him in excellent service later as the Head of the Realm. Already he has shown his practical sympathy with the poorer classes by issuing, shortly after the outbreak of war, an appeal on their behalf which has brought in upwards of five millions sterling. In that appeal he struck the right note when he said that in times like the present "we must all stand together." In due course, no doubt, he will take his seat in the House of Lords and learn something of Parliamentary procedure and of the rival policies of the two great political parties. We may be perfectly certain, too, that, following the precedent set by KING GEORGE, a tour of the Empire will be included in his curriculum, so that he may be the better qualified to deal with those complex and intricate problems of Imperialism which are likely to be the chief concern of British statesmanship in the near future. The art of kingship nowadays requires long preparation and devoted service. The PRINCE has shown a readiness to make the necessary sacrifices that must command universal admiration and be regarded as a happy augury for the future. "God Bless the PRINCE OF WALES."

A mail for Europe *viâ* Siberia closes to-day at noon.

The Polo Match in aid of the Belgian Orphan Fund takes place this evening.

The Australian Defence Department is inviting tenders for the salvage of the German cruiser *Emden*.

The body of a Chinese cook has been taken to the mortuary. The man was drowned while bathing at Wanchai Gap.

Mr. John Waddell, of the Hongkong and Shanghai Bank staff, has left Singapore for Shanghai, to which branch he is transferred.

Captain Dixon, of the str. *Manchuria*, has reported to the police that the Quartermaster, a man named Durmott, has been missing from the ship since the 19th inst.

Mr. Snowman, Raven's Hill, Peak Road, has reported to the police that someone has stolen from his house two silver napkin rings and a silver cover, of the total value of $14.

Three Chinese were remanded by Mr. Lindsell at the Magistracy yesterday on a charge of murdering a Chinese woman named Wong Wa Hing. Mr. C. F. Mason is defending one of the men charged.

Messrs. Kelly & Walsh, Ltd., have just published a new series of Scenes in Hongkong. The pictures, by a new process resembling photogravure, are about 8in. wide by 4in. deep. The series consists of twelve pictures, tastefully bound, and they form an interesting souvenir of the Colony.

Mr. T. E. Cocker, of the Chinese Maritimes Customs, will shortly be leaving Shanghai to volunteer for active service. Mr. Cocker's father, Captain Cocker, was well-known in China, and during the latter part of his career in the Customs was Deputy Commissioner at Kowloon. Mr. T. E. Cocker is a Sergeant in the Customs Company, S.V.C., and hopes to obtain a commission.

The Hongkong Monopolies Department, says the *Singapore Free Press*, have been rather chuckling at the expense of the Straits Settlements, regarding a seizure of opium which they have lately made on board a steamer which, they declare, was searched in Singapore before she left. It is now Singapore's turn to smile. To-day, in one of the police courts, will come up for hearing a case in which a steamer, just arrived from Hongkong, and searched there, has been again searched here, and a large quantity of opium found aboard of her.

A gallant soldier has been killed at the front in the person of Lieut. W. E. Boone, K.O.Y.L.I. He was a sergeant when the Yorks were in Hongkong, and received his commission on the outbreak of the war. The deceased, who was about 35 years of age, was a keen Freemason.

Mr. Tse Tsan Tai, of Hongkong, has received a letter from Mr. Arthur Hadley, of Yale University, New Haven, Connecticut, acknowledging, with cordial thanks, the receipt of his interesting book on "The Creation," which "I shall present to the Library for the use of the University as a whole."

On Monday afternoon the Bishop of Victoria licensed Mr. Frederick William Everton to co-operate with the Chaplain of the Missions to Seamen (Rev. W. T. Featherstone). Mr. Everton was admitted as a Lay Reader by the Bishop of California in 1898, and since then has acted as Lay Reader for the Mission to Seamen at San Francisco and Honolulu.

Definite news was received in Singapore on Saturday of the death of Sergt. P. H. Lankaster, K.O.Y.L.I., killed at the front, and many in the Settlement will feel the poorer by the loss of this gallant and popular man. His career was somewhat varied. He was educated at Alleyn's School, Dulwich, and had made up his mind to study for the Army. Circumstances preventing his going to Sandhurst, he enlisted as a private in the K.O.Y.L.I., gradually rising in the ranks until he received his commission as 2nd Lieutenant on the outbreak of the South African War. At the conclusion of that war, he resigned his commission and tried civilian work, joining one of the banks. Later, however, he again enlisted as a private in his old regiment and came with them as a sergeant from Hongkong to Singapore. A keen Freemason, he was a member of Eastern Gate Lodge and Dalhousie R.A. Chapter. He was 35 years old and had been a widower for some years, but leaves no children.—*Straits Times.*

KILLED AT THE FRONT.

ANOTHER EWO MAN'S DEATH.

Messrs. Jardine, Matheson & Co. were informed by cable yesterday that Mr. W. Davidson, an assistant in the firm, who was on Home leave, had been killed at the Front. The deceased had been in the service of the Company for about six years, spent at the branches at Shanghai, Hankow, and Yokohama, in each of which his genial personality won him many friends. The flags at the head office in Hongkong and on the Indo-China Line steamers in the Harbour were yesterday flown at half-mast.

Mr. Davidson joined the London Scottish as a private at the outbreak of war, and went with the regiment to the front in September. He was in the glorious charge of the Scottish at Messines, and escaped scatheless from this and other engagements to meet his end after nine months' service in the trenches. Mrs. Davidson, the mother of the deceased, passed through Hongkong a little while ago *en route* for Home, and Mr. Davidson had made arrangements to take short leave from the trenches in order to greet her. The deepest sympathy will be felt for Mrs. Davidson in the sad and severe blow that has destroyed her happy anticipations of a brief reunion.

ACCIDENT TO THE "NUBIA."

IN COLOMBO HARBOUR.

Yesterday, telegraphic information was received that the P. & O. steamer *Nubia*, outward bound, had met with an accident in Colombo Harbour, and, as a consequence, the passengers and mails for Hongkong have been transferred to the *Kashgar*.

EXAMINATION RESULTS.

WOMEN TEACHERS' CLASSES.

The recent examination of the Women Teachers' classes of the Technical Institute resulted as follows:—

3RD YEAR (FINAL.)
* 1.—H. Gourdin.
* 2.—Shin Tak-hing.
3.—M. E. Goggin.

2ND YEAR.
* 1.—Lai Po-yuk.
* 2.—M. Rodgers.
* 3.—Cheung Fuk-to.
* 4.—D. Rodger.
* 5.—V. Knight.
6.—Dora Arien.
One failed.

1ST YEAR.
* 1.—Un Pak-sun.
2.—Mary Walter.
3.—Helen Clarke.
4.—A. Klingeman.
5.—Jessie Jack.
6.—M. Thomson.
One failed.
* Distinction.

THE WAR.

GERMANY PREPARES FOR ITALY.

ANOTHER BRITISH WAR LOAN.

CONTINUED FRENCH PROGRESS.

GERMAN MUNITIONS FROM AMERICA.

WOMEN AND WAR.

GENERAL.

[THROUGH REUTER'S AGENCY.]

ANOTHER BRITISH WAR LOAN.

RESOLUTION UNANIMOUSLY PASSED.

LONDON, June 22nd.

In the House of Commons Mr. R. Mc. Kenna, Chancellor of the Exchequer, in moving the loan resolution, said that a prompt decision was required as it was not desirable that a big loan should be kept hanging over the market. The Bank of England would issue a prospectus that night. The Chancellor emphasised that behind these business arrangements was an appeal to the patriotism of the country to carry on the war successfully with its gigantic resources. The total deficit on the 19th inst. was £518,000,000, and we had borrowed £597,000,000. The present loan would bear interest at the rate of 4½ per cent., par, was repayable in ten years, and must be repaid in thirty. He affirmed that a loan was better than a continued issue of Treasury Bills, as it obtained public money, promoted economy and assisted foreign exchange. Privileges would be allowed to the holders of the old war loan and consols. (Cheers). The holders in the old war loan contributing to the new one could convert the old loan at par, getting 4½ per cent., while consol holders applying £100 to the new loan would be allowed 75 per cent. on consols for each fifty pounds in the new loan. This meant that consols would be re-exchangeable at 66 2/3. If the consols were all converted it would mean a subscription of £600,000,000 to the new loan, while the conversion of the old loan would mean some hundreds of millions. It was not expected that all the holders would convert, and the element of uncertainty made it unwise to fix the limit of the loan. Mr. Mc. Kenna added that the minimum subscription to the Bank of England was £100 sterling, but the Post Office would sell from £5 to £25 bonds. Also, five shilling vouchers would be sold through the Post Offices, the Trades Unions, etc. These vouchers would carry interest at 5 per cent. per annum for every complete month, and when they had accumulated to £5 could be exchanged for a bond.

The Chancellor, in further explanation of the loan, said: "If you apply for a hundred pounds of the new loan we will at the same time allow you to convert 75 per cent. of consols at a fixed minimum price into 50 per cent. of the new loan, and thus relieve the consol holder of stock which probably will be almost unsaleable, giving in exchange a new and highly marketable security." He added that the Government undertook, if higher interest was offered for any other war loan, to grant an improved rate to holders of the new loan. He urged the nation to make every effort, not only to carry on the war but to enable us to maintain financial pre-eminence after the war. He who subscribed now was doing an act of mercy to himself and to the country, and he who thus economised now would be able to bear the strain after the war, and would have the knowledge that every aid he gave was multiplied for his country, which would be bless him for his providence and generosity.

[THROUGH REUTER'S AGENCY.]

Mr. Mc. Kenna, in winding up the debate, said that the only amount he could insert in the loan resolution was a maximum of a thousand million pounds, but he was not asking for, and did not want such an amount. As regards future taxation, with the increase of the income tax and the super-tax the present generation was already doing a good deal towards paying for the war, though if it continued there would have to be fresh taxation.

In reply to a question as to whether India would be allowed to contribute, Mr. Mc. Kenna said that he would be gald to bring in the whole Empire, but it was impossible to expect much from the Dominions as they were borrowers rather than lenders.

The resolution for the new loan was unanimously passed.

The prospectus issued shows plainly that only holders in the new war loan have the option of converting the old loan or consols.

MUNITIONS OF WAR.

BUSINESSMENS' ADVICE TO BE SOUGHT.

LONDON, June 22nd.

Mr. Lloyd George announced in the House of Commons that he hoped shortly to appoint a commission, including in its membership businessmen, to advise with regard to the manufacture of munitions of war.

INDIA TO ASSIST.

LONDON, June 22nd.

In the House of Commons Mr. Austen Chamberlain, Secretary of State for India, in reply to Mr. Reginald Neville, said the question of employing the inexhaustible labour supply of India in the manufacture of munitions was receiving the fullest consideration.

THE OPERATIONS IN AFRICA.

A PIOUS HOPE.

LONDON, June 22nd.

In the House of Commons Mr. Bonar Law, Secretary of State for the Colonies, stated that he hoped soon to be able to give more information about the operations in East Africa and Central Africa.

GERMAN MUNITIONS.

BEING PURCHASED IN AMERICA.

LONDON, June 22nd.

The *New York Herald* has made investigations which go to show that German agents are buying considerable quantities of munitions in America, and that these are shipped first to South America and thence to Holland and Denmark.

HEALTH OF THE TROOPS.

BEATING ALL RECORDS.

LONDON, June 22nd.

Mr. Tennant informed the House of Commons that the health of the troops at the front was so good that nothing approaching it had been known in the past.

THE UBIQUITOUS KAISER.

LONDON, June 22nd.

It is officially announced that the Kaiser was present at the operations at Grodek.

[THROUGH REUTER'S AGENCY.]

WOMEN AND WAR.

DOING THE WORK OF MEN.

LONDON, June 22nd.

There has been a remarkable spread recently of the employment of women throughout the country in every class of work, including employment in banks, on the railways, on farms and on the tramways. The Government has been the pioneer of the movement, and has found work for a vast number of women in shell making. They are now engaging women to act as postmen and messengers.

A COMMENT.

Mr. Thomas M.P., addressing a meeting of railwaymen at Nottingham, said he was convinced that female labour had come to stay, but it must not be used to reduce the status of men.

GRATITUDE TO AMERICA.

FOR SERVICES ON BEHALF OF BRITISH PRISONERS.

LONDON, June 22nd.

Amid cheers, Lord Robert Cecil paid a tribute, in the House of Commons, to the untiring efforts of the American Ambassador to secure better treatment for the British prisoners in Germany.

A TRAITOR.

DE WET FOUND GUILTY OF TREASON.

BLOEMFONTEIN, June 21st.

General De Wet has been found guilty on eight counts charging him with treason, and not guilty on the remaining two counts.

Sentence has been deferred until to-morrow.

BRITISH AIRMAN KILLED.

LONDON, June 22nd.

Major Lumsden, of the Flying Corps, was killed while flying at Brooklands.

SYNTHETIC INDIGO.

LONDON, June 22nd.

In the House of Commons, in reply to Sir John Rees, Mr. Austen Chamberlain said that the Board of Trade was occupied with the question of the manufacture in Great Britain of synthetic indigo, while the Government of India was doing all that was possible to assist the indigo industry.

THE GENERAL ELECTION.

TO BE POSTPONED FOR A YEAR.

LONDON, June 22nd.

In the House of Commons Mr. Asquith, the Premier, announced that a Bill would be introduced forthwith postponing the General Election for a year in view of the war.

CIVIL PENSION LIST.

LONDON, June 22nd.

The Civil List of pensions includes the wife of the late Doctor Hugh Baker, who died while investigating sleeping sickness in Africa; the wife of the late Bishop Tucker of Uganda, in consideration of the Bishop's services to the Empire; and Miss Violet Wallace, in consideration for the scientific work of her father the late Doctor Russel Wallace.

THE BURMA SOCIETY.

LONDON, June 22nd.

A special general meeting of the Burma Society has been convened for July 31st to consider the discontinuance of the Society owing to lack of Burman support.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

A GERMAN COMMUNIQUE.

AMSTERDAM, June 21st.

A Berlin *communiqué* states that General Mackensen is fighting for Lemberg, while Zolkiew and Rawaruska are in our hands. Yesterday the Russians attacked westward of Rawaruska, but were repulsed by the Germans.

AN ENEMY OFFENSIVE.

PETROGRAD, June 22nd. 4.45 a.m.

A *communiqué* states that the enemy's offensive in the region of Rawarusska continues. The Russians, on the night of 19th inst., withdrew from the Grodek lakes on the Lemberg positions.

ITALIAN FRONT

[THROUGH REUTER'S AGENCY.]

GERMANY PREPARES FOR ITALY.

RECRUITS LEARNING MOUNTAINEERING.

LONDON, June 22nd.

The German military authorities are collecting recruits of nineteen years of age from all parts of the Empire, and sending them to Tyrol to learn mountaineering so as to be able to confront the Italians and to replace the former Alpine troops of Germany and Austria which have been almost destroyed while employed on the other fronts.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE FRENCH PROGRESS.

GERMANS GIVE UP POSITIONS.

PARIS, June 21st. 7.15 p.m.

To-day's *communique* states: North of Arras we have progressed further towards Soucher, carried several trenches, and approached to the north-west of the village. There has been a night-long artillery duel. A German attack at Dompierre, westward of Peronne, which was preceded by the explosion of three large mines, was defeated by our infantry. The Germans counter-attacked on the heights of the Meuse with extreme violence, but we maintained all yesterday's gains. We also followed up our advantages at Reillon, in Lorraine, capturing all the enemy's first line on a front of 1,500 yards. We dispersed in the evening a strong enemy column.

The Germans have abandoned their positions near Chazelles, Gonderexon and Les Remabois, and we found the enemy trenches full of dead.

We stormed a spur at Calvaire du Bonhomme, and an advance in the neighbouring hills reached the outskirts of Bebonhomme.

We continue to progress along the Fecht, and have got beyond the cemetery at Metzeral.

PARIS, June 22nd. 2.20 a.m.

The evening *communiqué* states: There have been local infantry actions to-day which have not modified the fronts.

Flying squadrons bombed enemy aviation parks in north Arras, burning four hangars, hitting two aeroplanes and one balloon.

The Germans on Sunday evening, in western Argonne, violently attacked after a severe bombardment with asphyxiating bombs. Our advanced line yielded at certain points, and two companies were buried in wrecked trenches. An immediate counter-attack recovered us almost the whole of the positions.

We have extended our gains on the heights of the Meuse, capturing more trenches. Our patrols in Lorraine found the German works west of Gonderexon unoccupied, the Germans having retired to south Cintrey. We captured the cemetery and station at Metzeral, in Alsace, and then stormed the village and pushed our line 500 metres eastward. The prisoners taken here since yesterday exceed 200. A German attack at Reichackerkopf was repulsed.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE ACTIVITY.

ATTEMPT ON ATLANTIC LINER

LONDON, June 22nd.

The Anchor liner *Cameronia* which arrived at Liverpool on Sunday from New York was attacked during the voyage by a submarine. Though travelling at full speed it was impossible to elude the submarine. Accordingly, the *Cameronia* attempted to ran the submarine, which submerged and was not seen again.

Many prominent Americans were aboard the *Cameronia*, and the incident has been reported to the American Embassy.

BIG WAVE BAY.

FUN AND FROLIC IN SEA AND SUNLIGHT.

Towering green hills, which seem to reach into the blue and white of the sky, surround the Bay and isolate it from the rest of our little world; hills which present a mixed mien of majesty and jealousy. And who would not be jealous of such a fair charge? Who would not, like the guardian hills, frown down angrily upon the irresponsible humans decked out in all sorts of lurid colours, and who dash about with abandon in the beautiful bay below. Unsympathetic humans they are, too, laughing gaily at the water when it rolls stealthily in time after time in graceful billows and attempts to submerge them; and the laughter floats away to the frowning hills, who, amazed at such frivolity, whisper it one to another.

Though the hills which guard the bay are given to frowning, yet there are times when they seem to smile at the animated scene below; when the sun shines full upon their green faces, transforms the sand to gold and the bay into a fairy mirror of sparkling gems. It is at times like these that Big Wave Bay, reposing alone in its natural beauty, casts its spell, and one ceases to wonder why so many of the bathers who spend their Sunday afternoons in the waters of the Bay are jealous of its acquaintance and speak of its charm only in whispers. The hills sweep down majestically to the broad sandy beach which looks like molten gold in the sunlight, and the blue and green water of the bay caresses their feet; an ideal spot for bathing, with now and then a gentle roll which adds to the general joy and excitement of an afternoon in the water, and is the cause of many laughable little accidents to novices in the art of keeping their heads above water—with the mouth securely closed. They struggle gamely along with the grace of an angry tortoise, scream when the billow sweeps towards them, swallow copious draughts of briny water, disappear suddenly, and then emerge speechless and spluttering. It is then that those hills seem to laugh right merrily at the puny attempts of mere humans to ride and rule the waves. A frown succeeds the smile when a swimmer glides through the water, his white arms flashing in the sunlight as they cleave the water asunder, and he forges his way beyond range of the "bobbers," and nervous mothers and fathers on planks.

Let me explain these species of sea-bathers. To be a successful "bobber" one must be a non-swimmer. Station yourself a little beyond where the water ripples gently over the toes—say up to the knees—and then just bob up and down and bury yourself in foam. When done in groups this particular phase of sea-bathing is quite exciting, only remember to bob simultaneously or a general collapse will ensue and large quantities of the ocean will disappear with most grievous results. Just keep on bobbing at the rate of, say, sixty bobs to the minute, and after an hour you will readily admit that for real exercises sea-bobbing has few rivals. After an hour you can regulate the period between the "bobs" to your fancy.

The "plankers" are a brave body of people, for they depend on the honesty of purpose of those who have charge of the frail craft on which they fare forth. For some reason or other mothers and fathers who have reached that time of life when grace of form, in a bathing costume, is but a memory, are selected for the plank, and this is what generally happens after being taken ashore in a sampan: Ma and Pa, who have at last been persuaded that sea-water is not at all a bad stimulant, are placed astride the plank. With the help of the surf and many willing hands they are gradually towed into deep water. And then the fun begins. The helpless passengers are invariably left to their fate for a while, a wave rolls inwards, the plank becomes very restive, Ma screams, grabs at her partner, and disaster follows. Both disappear in each other's arms, the water in the bay perceptibly rises, big waves break upon the shore, and the poor victims reappear, are laughed at, make solemn vows never to ride the plank again—and repeat the performance five minutes later with similar results.

Thus the fun and frolic is carried on in this pleasantly distant bay, where the big waves roll gently inwards and fling themselves, white and quivering, upon the golden sands, and where the hills seem to frown and smile alternately. Yet, when the white launches steam away with their gay and sun-tanned occupants these same green hills, with the shadows stealing over their faces, look sad and lonely; as though they are as loth to part with us as we with them.

C.R.

COOLIE'S CLAIM.

QUESTION OF ENTRY INTO AMERICA.

At the Summary Court yesterday a coolie named Fong Lin claimed $650 from the Tseung Yuen firm and Cheung Ying Saang, merchants; $500 amount deposited with defendants, and $150 amount received by the defendants from the plaintiff under a note of acknowledgment.

Mr. Goldring was for plaintiff, and Mr. C. F. Mason defended.

The claim was in connection with a contract which was made between plaintiff and defendants by which the latter agreed to supply plaintiff with a certificate of entry into the United States. Plaintiff deposited money with the defendants for this purpose, and subsequently discovered that the certificate was not a good one, and he now claimed for the return of the money.

Mr. Goldring contended that the whole point was whether, on the construction of the documents, if any, and on some admitted facts, the case fell within the decision of Mr. Justice Gompertz in case 511 of 1909—legality of contract.

Mr. Mason said that it was agreed between Mr. Goldring and himself that on account of the plaintiff's standing he could not enter America. He was of the exempted class. He could only enter the United States under an agreement in accordance with the provisions of American law, and Mr. Goldring would contend that this was fully understood by the defendants.

The hearing was subsequently adjourned to Chambers to enable certain points connected with it to be discussed with the American Consul.

ALIEN TRADING.

It is satisfactory to find that the Court of Appeal has held that an alien enemy cannot, even by proxy, vote upon the concerns of a British company, and the decision in Robson *v.* The Premier Oil and Pipe Line Company is as clearly good common sense as, we doubt not, it is good law. The decision raises, however, the whole question of the control, or partial control, of British companies by aliens and the cognate problem of the assumption of British nationality by a company whose shares may be in fact entirely held by aliens, and whose concerns are administered by an alien board. Both are matters which will become of even greater importance after the war is over than they possess at present, for we shall then certainly be faced with a renewed attempt on the part of the Germans to control the profits of British trade, and they should be settled. The latter is more important, for there is no limit to what can be done in the direction we have indicated if firms or companies, by registering as British, can acquire for the concern a fictitious nationality which is not possessed by the individuals actually composing or owning it.

Lord Lindley and Lord Wrenbury have urged that the case of the Continental Tyre Company should be taken to the highest tribunal. As it stands at present that company, which is only British by virtue of registration, has established its right to sue in the British courts. To the Attorney-General, when Mr. Joynson Hicks pressed him upon the point, this does not, we gather, appear of any particular moment, and he held out no hope that he would consult the Board of Trade with a view to making the Crown a party to an appeal to the House of Lords. Sir John Simon considers that the situation is sufficiently covered if British shareholders get their dividends as usual, which many shareholders do not, and if a company registered in this country is only allowed to carry on its business under British control. Sir John misses the broader issue. That is whether this fiction under which persons who are aliens can by combining and registering create an wholly imaginary British subject ought to be allowed to persist. If the Courts, as the law stands, cannot go behind the registration and have regard to actual nationality of the persons registered, they must be given the power. The present is an admirable opportunity for doing so, and if it is seized the results will be invaluable after the war.—*Globe.*

[FROM THE MANILA CABLENEWS.]

NATIVE RISING IN MEXICO.

WASHINGTON, June 17th.

Admiral Thomas B. Howard, Commander-in-Chief of the Pacific fleet, has been ordered to land 3,000 marines on the coast of Sonora to rescue Americans who are in danger from the Yaqui tribe of Indians. The Yaqui have declared war against the United States, Germany and the present government of Mexico. Admiral Howard has been left to his own discretion as to whether or not to use force in dealing with the situation.

The Yaqui are making raids throughout the state of Sonora and according to the latest dispatches received by the Government, the American and German colonists have joined hands and are offering a stubborn resistance to the attacks of the Indians.

CARRANZA REFUSES PEACE OVERTURES.

It also became known to-day at the State Department that General Venustiano Carranza, the head of the Mexican Constitutionalist party, had rejected the peace overtures made to him.

WEATHER REPORT.

On the 22nd at 11.10 a.m.—The general distribution of pressure remains unchanged; slight decreases have occurred over N. China, central Japan and the Bonins, and slight increases are general elsewhere. A depression is indicated to the West of Shanghai.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.15 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	S. winds, moderate; fair to cloudy, some showers.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

22ND JUNE, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	—	—	—	—	—	—
Nemuro	6 a.	30.02	—	—	SSE	2	—
Hakodate	"	29.95	—	—	SE	1	—
Tokio	"	30.01	—	—	—	0	—
Kochi	"	30.03	—	—	—	0	—
Nagasaki	"	29.88	—	—	SE	2	—
Kagoshima ...	"	29.94	—	—	E	1	—
Oshima	"	29.95	—	—	SSW	2	—
Naha	"	29.95	—	—	S	1	—
Ishi'jima	"	29.91	—	—	SSE	4	—
Bonin Is.	"	30.06	—	—	—	0	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei ...	"	29.74	63	94	E	3	of
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	29.63	77	92	S	2	o
Gutzlaff	"	29.62	75	—	S	5	cv
Sharp Peak ...	7 a.	29.80	72	82	S	4	b
Amoy	6 a.	29.75	81	85	S	2	b
Swatow	"	29.83	80	91	SW	1	b
Taihoku	5 a.	29.78	75	91	—	0	b
Taichu	"	29.81	77	—	—	0	o
Tainan	"	29.80	77	—	SE	2	b
Koshun	"	29.82	77	—	E	2	b
Pescadores ...	"	29.80	81	—	S	5	b
Canton	6 a.	29.78	78	95	—	0	b
Hongkong ...	"	29.78	80	90	—	0	o
Gap Rock	"	29.79	—	—	S	3	o
Macao	"	29.74	79	95	SSW	2	b
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	29.69	64	86	SSE	5	b
Tourane	"	29.72	82	—	SE	1	b
Cape St. James	"	29.79	77	—	S	2	o
Aparri	"	29.80	79	80	SSE	2	o
Dagupan	"	29.75	79	84	SE	2	b
Manila	"	29.79	75	94	NE	1	b
Legaspi	"	29.78	81	86	NNE	1	o
Tacloban	"	29.78	79	95	WNW	2	o
Iloilo	"	29.76	79	92	N	2	o
Surigao	"	29.78	75	91	SSW	1	r
Labuan	"	—	—	—	—	—	—

C. W. JEFFERIES, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, tenths and hundredths.

HONGKONG TIDE TABLE.

From 23rd to 29th June.

Days of Week	Days of Month	High Water H'kong. Mean Time	Height	Low Water H'kong. Mean Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Wed.	23	m 6 0	6 9	0 39 a	1 9
		6 33 a	4 2	11 38 a	2 6
Thurs.	24	m 5 49	6 6	1 34 a	1 1
		7 48 a	4 1		
Fri.	25	m 6 34	7 2	m 0 12	2 0
		8 54 a	4 0	2 23 a	0 4
Satur.	26	m 7 21	7 7	m 0 52	3 1
		9 51 a	4 0	3 9 a	0 1
Sun.	27	m 8 9	8 0	m 1 33	3 1
		10 42 a	3 9	3 54 a	0 5
Mon.	28	m 8 57	8 1	m 2 15	3 1
		11 31 a	3 9	4 38 a	0 5
Tues.	29	m 9 45	7 9	m 3 0	3 1
				5 22 a	0 1

HILL BY HILL IN GALLIPOLI.

WEARING DOWN THE TURKS.

TRIUMPH OF MILITARY ORGANIZATION.

FRENCH GALLANTRY.

The marvellous precision with which the Fleet and the Army are combining to secure our footing in the Gallipoli Peninsula is graphically described in the dispatch of *The Times* below from a Special Correspondent who has been authorized to follow the operations. In his opinion, only the highest efficiency and the closest co-operation on the part of the naval and military forces can enable the Allies to overcome the formidable obstacles which still confront them.

MUDROS, May 16th.

The first stage of the great battle for the possession of the heights of Achi Baba has come to a close. Although the British Army is not yet in possession of this commanding position, the enemy has been forced to disclose his strength and the character of his defences, and the Allies are now in a position to estimate the full measure of the task which lies ahead.

Achi Baba is the first of the commanding positions on which the Turco-German force can take its stand, before we are able to move up the Gallipoli Peninsula and thus command the northern shore of The Narrows. There are others, at least as formidable, behind it. All these positions must be taken, hill by hill, valley by valley, and trench by trench, before the Army can open the gate to the Fleet, and enable it to pass through to Constantinople. When once our Fleet is past The Narrows, the end has come.

Those who have studied the campaign in France and Poland will realize that in two weeks of continuous fighting the Anglo-French Armies have accomplished marvels, considering their strength. Decisive victories can no more be gained in a day in the Gallipoli Peninsula than they can be elsewhere.

BRAVE AND TENACIOUS FOE.

We are fighting a brave and tenacious enemy, who is skilfully led, and who has always proved himself a most formidable enemy when driven into a corner. The men our troops are fighting to-day are of the same stamp as those who held Plevna under Osman. They are fighting for their existence as a factor in Europe and for the retention of the City which is the pride and delight of every Turk. They are not going to give in and let us through to The Narrows, so we have to fight our way yard by yard, and the war here has become, as in France, a question of how many men we can afford in order to capture each trench and each mile of ground. Victory can only be gained here, as in France, by more men and a continuous supply of ammunition.

Our gallant troops and those of our Allies have made enormous sacrifices to prepare the way for the reinforcements from home who are to follow up the successes which this band of heroes, so many of whom lie beneath the soil, have achieved. No force the Turks can bring against us will move our men from the lines which they have won by sheer hard fighting. But apparently the Turk, who in modern times has never loved offensive tactics, has grasped this fact, and now hopes that we shall hurl ourselves against his entrenchments and redoubts.

That both the Turks and the Germans have received a staggering blow we know, for they were convinced that the Gallipoli Peninsula was impregnable and that no enemy could possibly land on any of the beaches. The enemy had every right to suppose that his defences would prove impervious to attack. The more the positions are examined, the more apparent is the extraordinary feat of arms performed by the 29th Division, the Naval Divisions, and the landing parties from the ships on that never-to-be-forgotten morning of April 25th. Each beach was a fortress in itself, not only protected against attack from the sea, but also offering an equal measure of protection against attack from the land—a precaution which, as was confidently expected, would have removed the last chance that a hostile force could retain a footing on the shore, even supposing it did succeed in effecting a landing at any one point. But all these obstacles were overcome by our men, who proved themselves the same determined fighters as those who astonished the French, and even Wellington himself, 100 years ago at Badajoz and Ciudad Rodrigo.

ASTRIDE THE PENINSULA.

The superlative merit of the achievement lies in the fact that the same men who went through the dreadful ordeal of April 25th maintained their position without receiving any reinforcements for several days, in the face of most determined counter-attacks, and actually advanced their lines until they were firmly established astride of the Peninsula, facing the heights of Achi Baba. The Turks fought with extreme bravery, and made the most determined efforts to drive us into the sea, not only on the night of the landing, but also in a sustained effort on the night of Wednesday, April 28th. They pressed forward on our thinly held lines in close order formations, after the manner of the Germans, hoping by sheer weight of numbers to smash their way through the weakened khaki line. But they were everywhere repulsed, and long lines of their dead lying in perfectly military formation in front of our trenches, mark the high-water mark of their onslaught.

Since that night their efforts against our line have been only spasmodic. Their main efforts have been directed against the French, who, after their landing at Kum Kale, were taken from the Asiatic shore and placed on the right of our line. On the night of April 28th they attacked the French in dense masses, which melted away under the rapid fire of the Lebels, and were finally routed in a fierce and well-directed counter-attack at the point of the bayonet. On the following Saturday the Turks again pressed forward against this part of the line, which was the scene of desperate fighting. At one time a portion of the French trenches actually passed into their hands. But the situation was saved and the ground was regained.

We know from prisoners that the enemy was largely reinforced from Adrianople and from Asia Minor, and all are unanimous in saying that the Turkish losses were enormous in these futile efforts to carry out General Liman's orders to drive us into the sea at the point of the bayonet. But although it was not the policy of the Allied commanders to sit still and allow their lines to be attacked, they were quite content to see the enemy break himself in waves of dead and wounded against our entrenched positions while they were preparing for the great counter-stroke, the first stage of which has just been ended.

The whole of the responsibility for landing troops and keeping up the supplies of food and ammunition is in the hands of the Navy. In addition, the responsibility of protecting the flanks of the combined Armies and of keeping down the enemy's artillery fire lies with the warships. All troops, animals, guns, wagons, stores, ammunition, and a thousand other things have to be taken from the hundred transports lying off the Straits. These transports arrive full and leave empty for a fresh cargo at all hours of the day and night. All supplies are conveyed in trawlers or lighters to two narrow beaches, neither of which is more than 200 yards in width. The cliffs prohibit the landing of anything at any other point.

EFFICIENT NAVAL WORK.

Our Naval Commanders, Lieutenants, and Midshipmen in charge of this work have developed an efficiency which has completely upset all expert theories. Piers have been built out into deep water by our sappers, so that the largest lighters can come alongside. Roads have been cut along the cliffs to increase the area of disembarcation, and a hundred labour-saving devices have been extemporized, including a system of lighting which allows the work to go on without interruption by night and by day. Work never stops. Even when the day's work is over and the last lighter has discharged her cargo, the wounded are walking or being carried down to the beaches, where they are embarked on the empty barges and dispatched for transportation to Egypt, to the hospital ships, and transports.

The men of the Navy keep watches on shore just as they do at sea, and their devotion to duty and their keenness are just as marked as when facing the enemy's batteries in the Dardanelles.

The line of demarcation between the authority of the Army and of the Navy is strictly drawn. As long as a soldier, a horse, a gun, or a biscuit is in a ship or in a lighter, on its way to the shore, all are under the control of our beach parties. Standing on one of the piers in the sweltering heat of the last few days, with the beach behind him crammed with men, stores, and animals, a young officer, with a megaphone in his hand, shouts orders to a dozen different lighters, each towed by a steam pinnace, in the offing: One contains mules, another guns, a third biscuits, a fourth tinned meat, a fifth ammunition, a sixth troops, a seventh Generals and Staff officers. Every one is directed to its right destination as if by some enchanter's wand, and no one dares to step ashore until he has received his orders.

At the end of the pier the naval authority ceases and that of the Army begins. Here are Army Service Corps officers, who are waiting to seize what the Navy has brought them. The thousand miscellaneous articles, which look as if they never could be sorted out, are speedily divided, checked, and sent on their way down the lines of communication to the troops in the front trenches. The whole is a marvel of organization.

"THE JEWEL OF ASIA."

Let it not be supposed that the work is carried out in peace and quiet. Far from it. The Turks on the Asiatic shore shell the beach almost every day, and our warships are continually engaged in trying to locate their guns and knock them out, or force them to change their positions. There is one gun known as the "Jewel of Asia," which continually drops shells, but with a minimum of result. The shriek of its arrival and the explosion are followed by a cloud of sand, out of which emerge figures of men and animals who should have been killed or injured, but who very seldom are.

On the beach the sight of the *Ship of Troy*, or *River Clyde*, seems to excite the enemy's peculiar indignation, and they fire round after round at her, while the work of disembarcation proceeds. Sometimes the enemy's aircraft sweep down and attempt to drop their bombs on our ships or on the crowded beaches, but these missiles from the sky only excite derision. The most successful shot from the Asiatic coast blew up a gun caisson, killing seven horses and one man. At night this southern end of the Gallipoli Peninsula, which was formerly so deserted and barren, has the appearance of being one of the world's greatest ports. The mass of lights ashore looks as if several towns had suddenly sprung up, while out to sea a hundred great transports and numerous warships lie packed outside the forbidding and still defiant Straits.

Officials at the Admiralty hear a great deal that does not find its way to the outside world. A delightful story is going around there anent the way in which the news of the Heligoland Bight fight first reached headquarters at Whitehall. It appears that wireless telegraphy played a naturally important part in this brilliant little engagement, and a number of the messages which flew from ship to ship whilst the messages were in progress were picked up by the wireless operators at headquarters. Most of them consisted of "odds and ends" of messages—little bits of eager exhortation. One of the sentences thus intercepted ran, "Bear round sharp to starboard and you will catch them." This and similar items pieced together with other orders that came through, seem to have been the first intimation to the British Admiralty that the "real thing" was going on. We can easily imagine the excitement which must have prevailed amongst those acquainted with these isolated facts before the definite official intimation of the engagement arrived.—*Wireless World.*

REVIEWS.

What I Saw in Berlin and other European Capitals during War-time. By "PIERMARINI." London: Eveleigh Nash.

The daring Italian journalist who has been relating to the readers of a London evening newspaper his experiences in a Turkish prison—the result of a return visit to Constantinople a month or so ago—has collected a series of newspaper articles written since the outbreak of hostilities and published them in book form. They form interesting reading at the present moment, since they give an impartial description of most of the European countries under the stress of war, and enable us to realise how far the war has affected the life of the common people in the chief towns of our enemies. The writer was in Berlin, for instance, in October and again in December, and though he found changes he surprises us that the changes were not more marked. Anyone who wishes to get a vivid impression of the condition of Europe during the first six months of the greatest war in history should read this description of "Piermarini's" peregrinations.

To Arms! A Novel. By W. H. WILLIAMSON. London: T. Werner Laurie, Limited.

The story in this case does not matter. Mr. Williamson, by clever craftsmanship, contrives to give us a striking contrast in methods of warfare. His account of the sack and destruction of the picturesque little town of Dinant is all the more interesting to ourselves because of the memory of a delightful holiday spent at Dinant when all was peace and the world was full of joy. What he has to tell of German brutality coincides with what we have heard from the lips of a Dinant manufacturer, a man who had seen hell and whose blood boiled as he told of the rape of innocent women and the wanton massacre of old and young, men and women, boys and girls, sick, wounded and infirm. It is a relief to turn to the description of the fighting in French's gallant little army in the famous retreat from Mons and the subsequent advance to the Aisne. Mr. Williamson succeeds marvellously well in epitomising the history of those heroic days, and humanizing what, after all, is a lamentably inhuman method of settling international disputes. We are made to feel that at any rate we should be proud that we belong to the same race as the soldiers who have fought for the cause of right against misapplied might, and to steel ourselves to endure hardships and personal losses if only the bestial brutality of the German soldiery is properly punished and the wrongs of Belgium, France and Poland avenged.

The German Lieutenant, and other Stories. By AUGUST STRINDBERG. London: T. Werner Laurie, Ltd.

August Strindberg, the dramatist and novelist, was a leader of modern Swedish literature. He has been called "the Shakspere of Sweden." He was subject to periodical fits of insanity, and died three years ago when near three score years and ten. It will thus be seen that these tales have nothing to do with the present war, the "German Lieutenant" of the first of the seven stories being a relic of the Franco-Prussian conflict of 1870-1871. Throughout the whole of the series there is a taint of insanity, a morbidity which is not altogether wholesome, the sadness and sordidness that some of us are inclined to associate with Scandinavian literature as a whole. Nevertheless, Strindberg displays in these short tales a deep insight into human character and the underlying forces that mould our life and character in spite of ourselves. Just how far freewill is a reality it is difficult for any of us to say, that is the suggestion these stories leave upon our minds.

THE CHANCELLOR'S "STOCKING."

RECORD DEPOSITS IN POST OFFICE SAVINGS BANK.

If the savings of the nation have increased, there is a fund available for the relief of existing securities or to invest in any national loan.

This statement of the Chancellor of the Exchequer in his Budget speech has riveted attention on the position of the Post Office Savings Bank in time of war. Has the community been more thrifty, notwithstanding the increased cost of living, and have the deposits in the Bank increased in proportion to the enhanced earning power of the population?

Satisfactory answers to these questions might go far to solve the great problem with which Mr. Lloyd George is faced in financing the war, and it was in order to obtain some index of the real position as affecting the financial position of the masses that a Press representative sought out the Controller of the Post Office Savings Bank, Mr. Henry Davies, C.B., I.S.O.

"Money is coming in in quite a record way," said Mr. Davies. "The excess of deposits over withdrawals since the beginning of this year is greater than the excess has been on any previous period in the history of the Post Office Savings Bank. There is no doubt that people are depositing well, and there is such a lot of money in the country that there is room to deposit still more.

"You can deposit in the Savings Bank at more than 15,000 different Post Offices. Although the public is using the Post Office Savings Bank to a very large extent, the Chancellor wishes them to use it still more, and to urge that those who are not depositors should become depositors.

"The more people save now, the stronger they will make the financial situation of the nation, and they will make their own individual position stronger against the lean times which must set in after the war. We are experiencing fat years now, but people can help their country at present, and themselves later, by putting aside all they can spare, and putting it into a place of safety—the Post Office Savings Bank. It is impossible at the moment to say where the money is coming from, as there has been no time to apply an analysis to the deposits. The Home Bank system, however, is going on very satisfactorily, and we get many testimonies as to its assistance to people in enabling them to save."

SUBMARINES IN THE MEDITERRANEAN.

GERMAN HELP FOR AUSTRIA.

ACTIVITY OF "U" BOATS.

[BY THE "TIMES" NAVAL CORRESPONDENT.]

The news of a revival of under-water activity in the Adriatic appears to be confirmed by the announcement that the British Legation at Athens has offered a reward of £500 for information which may result in the capture or destruction of hostile submarines. It is not only that the Austrian Flotilla appears to have been augmented from German sources, but there have been statements to the effect that German boats have entered the Mediterranean through the Straits of Gibraltar. The torpedoing of the *Léon Gambetta* on April 27th was remarkable as showing that Austrian naval officers have been gaining in experience by practice. They have probably been advised by their German Allies that lurking tactics are the most profitable.

The boat which sank the French armoured cruiser most likely came out of Cattaro, and had been hanging about in the Straits of Otranto for some time. It was evidently known that thereabouts a patrol was likely to be stationed to guard against the exit of raiders from the Austro-Hungarian Fleet. In that Fleet there are several very fast cruisers of a type similar to those which Germany had upon the ocean trade routes. The *Novara* and her two sisters, which are improvements on the *Admiral Spaun*, are credited with a speed of 27 knots, and, therefore, although they are not powerful enough to meet the Franco-British cruisers, they are the sort of vessels which could make things disagreeable if they tried to emulate the exploits of the *Hamidieh* during the war between Turkey and Greece. They might also, if they succeeded in getting away, act as mother ship to submarines.

There seems to be no doubt now that Germany has supplied her ally with some larger and faster submarines than she formerly possessed. The Austrian boat *U 5*, with which Lieutenant von Trapp sunk the *Léon Gambetta*, was the largest submarine in the Austrian Navy, and she has only a displacement of about 280 tons, a surface speed of not more than 12 knots, and a radius of about 1,000 miles. Therefore she is comparable with the early boats of the "C" type in the British service. Since the war began there has been added the captured French boat *Curie*, which was caught at the mouth of Pola harbour at the end of December last, and which is quite a hundred tons larger than *U 5*. She has been renamed the *Zenta*, after the light cruiser which was destroyed by the French Fleet on August 16th.

BASES IN THE AEGEAN.

The boats which Germany is said to have sent overland by rail are somewhat larger, and have been transported in four sections. If, also, Germany has actually sent one or more boats through the Straits of Gibraltar, it is probable that these are the heaviest she has available, and that they have a large sea-keeping capacity. All these boats could operate from the Adriatic against the ships of the Allied Fleets at the Dardanelles, but they could hardly do so with success, or for any length of time, without being provided with bases of supply. Such bases might be found in some of the out-of-the-way islands in the Aegean, but in that case it may be hoped that the reward offered would be sufficient to put the local fishermen and the crews of the small trading craft on the alert. If this were done, it ought not to be long before such bases became known. On the other hand, a cruiser like the *Novara* might prove more difficult to locate, as she certainly would be more difficult to catch.

It is fairly certain that no German submarine could make the Dardanelles in one voyage and have any effective radius at the end of it. Either, therefore, these boats must find supplies awaiting them at points agreed upon in advance, or they must make for the Adriatic in order to replenish their fuel. In the latter case, it is in the Straits of Otranto that there should be a good chance of spotting them, provided an effective patrol is maintained.

THE GERMAN TORPEDO.

Some doubt has been expressed as to whether the *Lusitania* could have been sunk by a single torpedo. The evidence certainly points to the use of more than one, but, at the same time, as long ago as February last the *Scientific American* stated that it had been informed on good authority that a special type of torpedo had been designed for submarines. This torpedo is only for use at short distances, and weight saved in other ways has been put into high explosives, of which each torpedo is reported to carry not less than 420lb. The effect of the explosion of this amount of T.N.T., especially if the torpedo forced its way through the side to any distance, would be sufficient to damage the internal structure of the vessel to such an extent as to neutralize any advantage from the special protection which might have been fitted against the danger of collision. The variable effect of the German torpedoes has already been referred to here, and if the foregoing is accurate it would afford an explanation of the different results which have been noticed. In any case, it did not need the ingenious invention of the German naval authorities that the *Lusitania* was blown up by her own ammunition to explain the sudden and complete character of the torpedo explosion.

There is no problem of the war more interesting or important at the present time than the provision of an effective method of meeting the attack of the submarine and its deadly missile. If, as seems probable, the later German boats carry athwart-ship tubes as well as those in the bow, their effectiveness has been increased, and the question of the tactics employed to baffle them must be affected thereby. All the later boats, moreover, seem to be capable of firing torpedoes when running awash.

SITUATION IN FLANDERS.

INCREASING WASTAGE OF THE GERMAN ARMIES.

[BY COLONEL F. N. MAUDE, C.B., IN THE "EVENING STANDARD."]

Until we are ready with an effective reply to the German method of attack by asphyxiation (and I am prepared to assert that many are known if we choose to use them), the public must be prepared for the announcement of occasional fluctuations in the line of trenches at the front.

I would most earnestly impress on my readers that such fluctuations exercise no important influence on the general progress of the campaign, and afford not the least ground for anxiety. Our Headquarters, both French and English, judging from the last instalment of "Eye-Witness" letters, have taken the full measure of all this method of asphyxiation involves, and will be perfectly able to adapt their policy to the new conditions.

There is no particular merit in the line of front we hold, and all that does matter to the final decision is the *spirit* and *determination* of the men who hold it, and the only result of permanent value which has arisen from this fresh breach of international law has been to stiffen the backs, not only of the men of all three armies at the front, but to assure in Great Britain the supply of all recruits we are likely to need; a result, by the way, the very opposite of that which the Germans hoped to attain. It appears now that the artillery attack on the forts of Metz by the French is not merely an answer to the bombardment of Dunkirk, as seemed to me to be the case at first, but is the beginning of a movement long in contemplation, in pursuance of which the French have brought up heavy naval guns, capable of making as short work of the armoured cupolas of the German defences as the German howitzers made of those at Liége. But, as I have often pointed out, no general advance will be attempted as long as the enemy continues to employ their present methods of expending their men in fruitless efforts against our positions. Whether these positions are half a dozen miles further or nearer to the coast than at the present moment is of no importance whatever; all that counts is the number of Germans who fall in front of them.

THE ESSENTIAL POINT.

The essential point is to ensure that the rate of wastage in the German ranks should be maintained, as calculated by the French General Staff four months ago—namely, 260,000 a month. If possible, it should be increased, and all our observations point to a considerable mounting up during the time that has elapsed since that estimate was framed.

As the French *resumé* pointed out at the time it was written, no data at all had come to hand as to the German losses in Poland, and it is now considered that along the whole Polish and Carpathian fronts, not only have the losses from sickness been very heavy, but the rate at which the Germans have fallen in front of the Russian trenches and in their counter-attacks has been much heavier and more widely distributed over the whole army than on the French side. Further, not much less than one million of fresh troops have been sent up to both fronts since February last, which reduces almost to vanishing point the total of even partly trained men available for filling up vacancies in the older formation. If in January, when the German wastage was only 260,000 a month, ten months of war would suffice to exhaust all resources; clearly, then, after four months more at a higher rate, on resources diminished by one million additional enrolments, the end must come much sooner than the French then anticipated.

At the present moment the most reliable information as to the numbers of German troops in the Carpathians show that in round figures some 330,000 combatants have been under fire, week in, week out, for the last month or six weeks. About 450,000 are in Poland and East Prussia, fighting and suffering, but less constantly engaged. About two millions more are in Belgium and France. In view of the intensity and continuity of the fighting in the East, and the known losses inflicted on them in the West, it is impossible to escape the conclusion that this 260,000 a month rate of wastage is being largely exceeded.

GERMAN STRAGGLERS.

The alternative is that the Germans are attacking with far less vigour than they before displayed—a conclusion the men at the front warn us not to accept, though the order against stragglers, picked up on a recent battlefield and quoted by "Eye-Witness," together with many other indications in his more recent letters, are strong evidence in its favour. But either conclusion is equally to the good as far as we are concerned, for if the men fight unwillingly their numbers are not of much significance in the field, except in so far as they throw on the German leaders the onus of feeding and moving a large accumulation of unserviceable mouths.

I remember in 1893, when the increase of the German Army was under discussion in the Reichstag, a distinguished German Staff officer said, in discussing the whole question of voluntary *versus* compulsory service: "After all it does seem a poor kind of system which obliges us to feed and move a whole million of men about in order to be sure that we shall have 100,000 in the fighting-line at the decisive point." He was referring to the tendency to straggle which had been so characteristic on the battlefields of the 1870 war, and for which the slang term "Massendrückerbergerthum" had been invented.

The *Daily Express* states that the members of the Coalition Cabinet have agreed to pool their salaries, so that all except the Premier will receive equal remuneration.

DARDANELLES OPERATIONS.

THE BRAVERY OF THE TURKS.

One of Reuter's correspondents on the 16th ult., writing of the arrival at Malta of more wounded from the Dardanelles, said:—

I had occasion to interview one of the wounded. He was present at the attacks of May 2 and 3, being wounded in the latter engagement. Referring to the engagement of May 2, he said that the attack commenced in the early morning, and continued almost uninterruptedly until sunset, with undiminished tenacity. "We were occupying one long line of trenches," he said, "with the French operating on our left. We easily checked the Turkish onrush, and punished them severely, yet they continued attack after attack.

"Towards evening the Turks, in overwhelming forces, made what was certainly the most violent attack of the day, and tried by sheer weight to break through our line. Again and again they advanced in serried lines, led by German officers, only to be hurled back with terrible losses. We awaited their approach until they were well within range, then volley after volley was poured into them, while our machine guns simply mowed them down. The Turks behaved most gallantly.

"They staggered and fell back, but soon reformed and resumed the attack in the same close formation with unabated fierceness. Again there were steady volleys from rifles and machine-guns and the Turks were thrown back in disorder. The attacks gradually became less persistent, and were finally reduced to skirmishes. Different points were, however, kept continually on the *qui vive* during the night, and when morning dawned we found the Turks again ready to attack in force, although the previous evening had proved most costly.

"The enemy again delivered a series of the most violent attacks in close formation. Our fire again exacted a most heavy toll, but the Turks seemed irresistible. They pressed their attack home with incredible stubbornness. Every bullet found its mark, but numbers commenced to tell, when finally the order, "Fix bayonets," passed down the whole line, including the French, and in an instant thousands of bayonets glittered in the sun, and the whole Allied force left the trenches and dashed like a solid wall of steel against the attackers.

"However deadly our fire, the Turks appeared able to withstand it, but they had no stomach for the cold steel. We charged again and again, driving the enemy before us in utter confusion. Their retreat was covered by big guns, but nothing could stop the impetuosity of our charge. Many of the Turks fell on their knees and surrendered. Others fled precipitately. Our regiment alone captured over 130 of the enemy, while other regiments were equally successful."

THE COTTON SITUATION IN RUSSIA.

According to the report forwarded from Moscow by Consul-General John H. Snodgrass, the prospects for purchases of American cotton by Russian mill owners are not the most satisfactory just now, for the reason that it is almost impossible to secure private consignments, either through Archangel or Vladivostok, at the present time. All government orders take absolute precedence, and the harbours and railway lines are so congested that the authorities declare that it would require some months to clear up the situation, provided no additional consignments were received in the meantime.

Since the Russian government has reserved for its own use all the boats on the Northern Dwina, from Vologda to Archangel, importers will be unable to move goods by river to Vologda during the open season. It is not likely that the government will be able to double-track the line from Vologda to Archangel before the end of the season. Many firms are using sledges to transport goods from Archangel, but this is exceedingly costly, and will not probably be maintained during the summer months. Considerable American cotton has been received by Russian mills, but they all find it extremely difficult to get their consignments through, and, accordingly, they have decided to wait a while at least before duplicating their orders.

According to the latest report published by the Central Cotton Committee, the Russian cotton crop of 1914 amounted to 1,002,238 bales of 500 pounds each, as compared with 940,232 bales gathered in 1913. During the last two years cotton growing in Transcaucasia has ceased to develop, and the exports of cotton from this district have decreased by 14,400 bales in 1914, as compared with the record of 1911. The reason for this decrease lies not only in unfavourable climatic conditions, but also in the reduction of the cotton acreage. In Turkestan, on the other hand, constant progress is observed in the cultivation of cotton. During the season of 1913-14 the exports of cotton from this territory increased by 11 per cent. over those of the preceding season. According to the Central Cotton Committee this development is the natural consequence of the increase of cotton prices in the world's market, and will probably continue, since the growing demand for cotton, exceeding as it does the American supply, will at least prevent prices from declining.

The Russian Ministry of Trade and Industry has applied to the Cotton Committee of the Ministry of Agriculture for information, first, as to what quantity of American cotton is now expected to arrive by way of Archangel; second, at what period it may be expected; third, for what districts and what firms it is intended; fourth, at what terms delivery is to be made, and, fifth, if any measures have been devised by the manufacturers to secure means of transportation from Archangel by the water route. The Ministry of Trade and Industry is also collecting data concerning the imports of cotton.

FORTHCOMING EVENTS.

TO-DAY

Noon—Hongkong Tramway Co., Ltd., Ordinary General Meeting at the Offices of Messrs. Jardine, Matheson & Co., Ltd.

5.30 p.m.—Polo Match at Causeway Bay in aid of Belgian Orphan Fund.

SHIPPING IN PORT.

STEAMERS.

ANYO MARU, Japanese str., 1,298, K. Yamamoto, 19th June—Wakamatsu 12th June, Coal.—Order.

BAMORA, British str., 1,877, F. G. Pittam, 9th June—Bombay 4th June, General.—Jardine, Matheson & Co.

CHANGSHA, British str., 1,463, F. C. Gambrill, 16th June—Melbourne 14th May, General.—Butterfield & Swire.

CHAOCHOWFU, British str., 1,145, Wolf, 14th June—Bangkok 8th June, Butterfield & Swire.

CHINGCHOW, British str., 1,195, J. Doyle, 12th June—Karatsu 5th June, Coal.—Dodwell & Co.

CHIYUEN, Chinese str., 1,177, Wm. Ross, 9th June—Shanghai 5th June, General.—Chinese.

CHUNSANG, British str., 1,418, C. J. Mattock, 19th June—Saigon 14th June, Rice.—Jardine, Matheson & Co.

DAIGI MARU, Japanese str., 662, T. Konishi, 19th June—Haiphong 17th June, Rice.—Osaka Shosen Kaisha.

DERWENT, British str., 1,925, A. Jenkins, 17th June—Saigon 13th June, Rice and General.—Chinese.

FUKURA MARU, Japanese str., 1,929, T. Okagaki, 13th June—Moji 7th June, Coal.—Mitsui Bussan Kaisha.

HINSANG, British str., 1,835, A. C. Kennedy, 21st June—Sandakan 15th June, Timber and General.—Jardine, Matheson & Co.

HONGWAN I. British str., 2,060, J. Mason, 13th June—Penang 8th June, General.—Chinese.

HONGKONG, French str., 739, A. Marguerite, 21st June—Haiphong 18th June, General.—Marty & Co.

ITOLA, British str., 3,402, R. S. B. Butter, 15th June—Calcutta 9th June, General.—David Sassoon & Co.

IXION, British str., 10,220, G. L. Stout, 19th June—Vancouver 1st May, General.—Butterfield & Swire.

KWANGTAH, Chinese str., Stewart, 12th June—Shanghai 9th June, General.—Chinese.

KWANGLEE, Chinese str., 1,468, J. McArthur, 19th June—Shanghai 15th June, General.—Chinese.

KWONGSANG, British str., 1,428, W. F. Bichard, 15th June—Shanghai 9th June, General.—Jardine, Matheson & Co.

LIANGCHOW, British str., 1,350, Wm. Benson, 21st June—Shanghai 18th June, General.—Butterfield & Swire.

LINAN, British str., 1,356, E. J. Pottinger, 20th June—Weihaiwei 14th June, General.—Butterfield & Swire.

LODORER, British str., 2,053, B. L. Coats, 8th June—Dalny 1st June, Bean Oil.—Dodwell & Co.

MANCHURIA, American str., 1,363, A. Dixon, 16th June—San Francisco 15th May, General.—Pacific Mail S.S. Co.

MEXICAN PRINCE, British str., 1,953, R. MacDonald, 19th June—Singapore 10th June, Bulk Oil.—Asiatic Petroleum Co.

MORESBY, British str., 1,338, J. Fotheringham, 17th June—Bangkok 9th June, Rice.—Order.

PANAMA, Danish str., 3,300, A. K. Soyemann, 17th June—Port Arthur, Kerosine Oil.—Thoresen & Co.

PHRANANG, British str., 1,022 H. Flashman, 19th June—Bangkok 11th June, Rice.—Butterfield & Swire.

PROMETHEUS, British str., 1,024, U. Jensen, 20th June—Bangkok 13th June, Rice.—Thoresen & Co.

STANDARD, Norwegian str., 894, Johannesen, 19th June—Bangkok via Hoihow 16th June, Rice—Thoresen & Co.

TAMBA MARU, Japanese str., 3,803, P. Nagasue, 20th June—Shanghai 17th June, General.—Nippon Yusen Kaisha.

TRIGONIA, Dutch str., 1,056, F. J. Vygeboom, 16th June—Singapore 9th June, Bulk Oil.—Asiatic Petroleum Co.

TSINGTAU MARU, Japanese str., 1,529, S. Yamada, 16th June—Chingwantao 9th June, Coal.—Order.

TANSAN MARU, Japanese str., 1,422, G. Nishikawa, 19th June—Hongay 16th June, Coal.—Order.

TUNGSHAN, British str., 2,590, G. W. Muir, 10th June—Chingwantao 3rd June, Coal.—Dodwell & Co.

UTRECHT, Dutch str., 1,084, J. C. Anker, 17th June—Singapore 9th June, Kerosine Oil.—Asiatic Petroleum Co.

WINGSANG, British str., 1,517, T. H. Lishman, 21st June—Newchwang 14th June, General.—Jardine, Matheson & Co.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, June 22nd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.80	29.84	29.89
Temperature	87	80	88
Humidity	73	90	69
Wind Direction	SW	—	SW
,, Force	3	0	2
Weather	c	c	c
Rain	—	0.15	—

Highest open air Temperature on 21st 88.3

Lowest open air Temperature on 21st 78.2

SHIPPING

ARRIVALS.

CHEIAN MARU, Jap. str., from Canton.
DEVAWONGSE, British str., 1,047, C. W. Shearer, 22nd June—Saigon 18th June, Rice.—Chinese.
DEYMAER VAN TWIST, Dutch str., 1,240, R. de Weerd, 21st June—Singapore 15th June, General. — Java-China-Japan Lijn.
KALGAN, British str., from Canton.
NICHIREN MARU, Japanese str., 1,400, S. Suzuki, 22nd June—Bangkok 14th June, Rice and General.—Order.
SATANTA, British str., 3,354, W. J. Davis, 21st June—San Francisco 25th June, Kerosine Oil.—Standard Oil Co.
TOYORA MARU, Japanese str., 1,486, K. Shimizu, 21st June—Wakamatsu 15th June, Coal.—Mitsui Bussan Kaisha.
YATSHING, British str., 1,424 B. F. Anderson, 22nd June—Calcutta 5th June, General.—Jardine, Matheson & Co.
YUENSANG, British str., 1,127, P. H. Rolfe, 22nd June—Manila—20th June, General.—Jardine, Matheson & Co.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.
June 22nd.

CHEIAN MARU, Jap. str., for Haiphong.
TAKSANG, British str., for Hoihow.
WINGSANG, British str., for Canton.

DEPARTURES.

June 22nd.

ANHUI, British str., for Shanghai.
CHINHUA, British str., for Manila.
HAICHING, British str., for Swatow.
HANOI, French str., for Haiphong.
HSINCHANG, Chinese str., for Tientsin.
JAPAN, British str., for Singapore.
KALGAN, British str., for Newchwang.
KIRIN MARU, Jap. str., for Singapore.
LOKSANG, British str., for Haiphong.
MEXICAN PRINCE, British str., for Japan.
PHRANANG, British str., for Bangkok.
ST. ALBANS, British str., for Sydney.
SUNGKIANG, Brit. str., for Haiphong.
SUYEHIRO MARU, Jap. str., for Keelung.

SHIPPING REPORT.

The British str. *Yatshing* reports: Very fine weather throughout with light south-easterly to south-westerly winds and smooth sea.

LATEST STEAMER MOVEMENT.

The str *Tango Maru*, which left San Francisco on 22nd May, is expected to arrive at this port *viâ* Honolulu, Japan ports and Manila to-day at 10 a.m.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The str. *Empire* left Sydney for this port *viâ* Queensland ports, Port Darwin, Timor, and Manila on 2nd inst., and may be expected to arrive here on or about 24th inst.

THE CANADIAN MAIL.

The C.P.R. *Monteagle* arrived at Kobe on Tuesday, the 22nd June.

MERCHANT STEAMER.

The Mogul Line str. *Montrose* from United Kingdom left Singapore on 18th June, and is therefore expected to arrive here on or about 25th June.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fooksang, from Calcutta, is due in Hongkong 26th June.
Choysang, from Shanghai, is due in Hongkong 26th June.
Kwongsang, from Shanghai, is due in Hongkong 28th June.
Kumsang, from Calcutta, is due in Hongkong 2nd July.

SHIRE LINE, LIMITED.

Merionethshire, from London, is due in Hongkong 25th June.
Radnorshire, from London, is due in Hongkong 12th July.

INDRA LINE.

Indrasamha, from Vladivostock, is due in Hongkong end of July.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & LIVERPOOL ...	NETHERBY HALL ...	Brit. str. ...	—	...	THE BANK LINE, LIMITED ...	To-day.
LONDON VIA USUAL PORTS OF CALL ...	SARDINIA ...	Brit. str. ...	—	J. T. Jeffery ...	P. & O. S. N. Co. ...	On 3rd July, at Noon.
LONDON & SINGAPORE, VIA PENANG, COLOMBO, &c	KARMALA ...	Brit. str. ...	—	H. G. Evans, R.N.R. ...	P. & O. S. N. Co. ...	About 7th July.
LONDON	MONMOUTHSHIRE	Brit. str. ...	—	...	JARDINE, MATHESON & CO., LTD.	End of June.
MARSEILLES VIA PORTS ...	CHILI ...	Fren. str. ...	—	...	MESSAGERIES MARITIMES ...	On 26th inst., at 1 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &c. ...	KATORI MARU ...	Jap. str. ...	—	B. Kon ...	NIPPON YUSEN KAISHA ...	On 1st July, at Noon.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c	TAMBA MARU ...	Jap. str. ...	—	Nagasago ...	NIPPON YUSEN KAISHA ...	On 29th inst., at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND, &c.	MERIONETHSHIRE ...	Brit. str. ...	—	...	JARDINE, MATHESON & CO., LTD.	About 30th inst.
VICTORIA & TACOMA VIA KEELUNG, & S'HAI, B.C.	TACOMA MARU ...	Jap. str. ...	—	T. Hamada ...	OSAKA SHOSEN KAISHA ...	On 15th July, at 3 P.M.
NEW YORK VIA SUEZ CANAL ...	SAINT RONALD ...	Brit. str. ...	—	...	DODWELL & CO., LTD. ...	About 5th July.
NEW YORK VIA PANAMA ...	WALTON HALL ...	Brit. str. ...	—	...	THE BANK LINE, LIMITED ...	On 8th July.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. ...	MANCHURIA ...	Am. str. ...	—	A. Dixon ...	PACIFIC MAIL S.S. CO. ...	To-day, at 3 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. ...	TENYO MARU ...	Jap. str. ...	—	E. Bent ...	TOYO KISEN KAISHA ...	On 29th inst., at Noon.
SAN FRANCISCO ...	SAIKAI MARU ...	Jap. str. ...	—	...	JARDINE, MATHESON & CO., LTD.	On 1st July.
SAN FRANCISCO VIA MANILA & JAPAN, &c. ...	NIPPON MARU ...	Jap. str. ...	—	A. G. Stevens ...	TOYO KISEN KAISHA ...	On 15th July, at 10.30 A.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c. ...	PERSIA ...	Am. str. ...	—	...	PACIFIC MAIL S.S. CO. ...	On 3rd Aug., at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, &c	KACHIAWAR ...	Brit. str. ...	—	...	THE BANK LINE, LIMITED ...	To-day.
AUSTRALIAN PORTS ...	CHANGSHA ...	Brit. str. ...	1 m.	F. C. Gambrill ...	BUTTERFIELD & SWIRE ...	On 30th inst.
AUSTRALIAN PORTS VIA MANILA ...	NIKKO MARU ...	Jap. str. ...	—	Takeda ...	NIPPON YUSEN KAISHA ...	On 15th July, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA ...	EMPIRE ...	Brit. str. ...	—	...	GIBB, LIVINGSTON & CO. ...	On 17th July, at 11 A.M.
YOKOHAMA, KOBE & MOJI ...	YATSHING ...	Jap. str. ...	—	R. S. Anderson ...	JARDINE, MATHESON & CO., LTD.	On 26th inst., at D'light.
KOBE & YOKOHAMA ...	COLOMBO MARU ...	Jap. str. ...	—	Sakamoto ...	NIPPON YUSEN KAISHA ...	On 5th July.
NAGASAKI, KOBE & YOKOHAMA ...	HITACHI MARU ...	Jap. str. ...	—	Tominaga ...	NIPPON YUSEN KAISHA ...	On 16th July, at 10 A.M.
WEIHAIWEI & TIENTSIN ...	HUICHOW ...	Brit. str. ...	1 m.	Shane ...	BUTTERFIELD & SWIRE ...	On 26th inst., at Noon.
WEIHAIWEI & TIENTSIN ...	CHEONGSHING ...	Brit. str. ...	—	V. Liddell ...	JARDINE, MATHESON & CO., LTD.	On 2nd July, at D'light.
SHANGHAI ...	LIANGCHOW ...	Brit. str. ...	1 m.	W. Benson ...	BUTTERFIELD & SWIRE ...	To-morrow, at 4 P.M.
SHANGHAI, MOJI & KOBE ...	BOMBAY MARU ...	Jap. str. ...	—	Ohta ...	NIPPON YUSEN KAISHA ...	On 25th inst.
SHANGHAI ...	LUCHOW ...	Brit. str. ...	1 m.	D. R. Davies ...	BUTTERFIELD & SWIRE ...	On 27th inst., at D'light.
SHANGHAI, KOBE & YOKOHAMA ...	V. CIOTAT ...	Fren. str. ...	—	...	MESSAGERIES MARITIMES ...	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA ...	MISHIMA MARU ...	Jap. str. ...	—	S. Wada ...	NIPPON YUSEN KAISHA ...	On 29th inst., at 10 A.M.
SHANGHAI, MOJI & KOBE ...	FOOKSANG ...	Brit. str. ...	—	T. A. Mitchell ...	JARDINE, MATHESON & CO., LTD.	On 30th inst., at D'light.
SHANGHAI ...	CHOYSANG ...	Brit. str. ...	—	S. Homlwood ...	JARDINE, MATHESON & CO., LTD.	On 1st July, at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA ...	KASHGAR ...	Brit. str. ...	—	H. N. Rivers, R.N.R. ...	P. & O. S. N. Co. ...	About 6th July.
SHANGHAI ...	TJITAROEM ...	Dut. str. ...	—	...	JAVA-CHINA-JAPAN LINE ...	Quick despatch.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU ...	Jap. str. ...	—	A. Kobayashi ...	OSAKA SHOSEN KAISHA ...	To-day, at 10 A.M.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	DAIJIN MARU ...	Jap. str. ...	—	K. Murakami ...	OSAKA SHOSEN KAISHA ...	On 27th inst., at Noon.
AMOY ...	LINAN ...	Brit. str. ...	1 m.	E. J. Pottinger ...	BUTTERFIELD & SWIRE ...	To-day, at 4 P.M.
SWATOW, AMOY & FOOCHOW ...	HAIMUN ...	Brit. str. ...	2 h.	A. H. Stewart ...	DOUGLAS LAPRAIK & CO. ...	On 27th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW ...	HAITAN ...	Brit. str. ...	2 h.	J. W. Evans	DOUGLAS LAPRAIK & CO. ...	On 29th inst., at 2.30 P.M.
MANILA ...	YUENSANG ...	Brit. str. ...	—	P. Rolfe ...	JARDINE, MATHESON & CO., LTD.	On 26th inst., at 3 P.M.
MANILA, CEBU & ILOILO ...	TAMING ...	Brit. str. ...	1 m.	S. Tokushige ...	BUTTERFIELD & SWIRE ...	On 29th inst., at 4 P.M.
MANILA ...	LOONGSANG ...	Brit. str. ...	—	W. G. G. Leask ...	JARDINE, MATHESON & CO., LTD.	On 3rd July, at 3 P.M.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	CHOSNE MARU ...	Jap. str. ...	—	S. Nemoto ...	OSAKA SHOSEN KAISHA ...	On 4th July, at 7 A.M.
SINGAPORE & PENANG ...	HOPSANG ...	Brit. str. ...	—	Robertson ...	JARDINE, MATHESON & CO., LTD.	On 25th inst., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA ...	SANUKI MARU ...	Jap. str. ...	—	Tsuda ...	NIPPON YUSEN KAISHA ...	On 25th inst.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS ...	Brit. str. ...	—	D. A. Gardiner ...	THE BANK LINE LTD. ...	On 30th inst.
SINGAPORE, PENANG & CALCUTTA ...	LAISANG ...	Brit. str. ...	—	E. J. Tadd ...	JARDINE, MATHESON & CO., LTD.	On 3rd July, at 3 P.M.
SANDAKAN ...	HINSANG ...	Brit. str. ...	—	A. Kennedy ...	JARDINE, MATHESON & CO., LTD.	On 2nd July, at D'light.
HAIPHONG ...	DAIGI MARU ...	Jap. str. ...	—	T. Konishi ...	OSAKA SHOSEN KAISHA ...	To-day, at 10 A.M.

VESSELS ON THE BERTH

NOTICES TO CONSIGNEES

S.S. "ATLANTIQUE."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd June, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 26th June, or they will not be recognized.

All damaged packages will be examined on WEDNESDAY, 23rd June, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 16th June, 1915. [2

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"

Arrived Hongkong, on 18th June, 1915.
FROM BOMBAY COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex ss. "Mongolia."
From Persian Gulf, ex ss. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 3 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 18th June, 1915. [1

PENINSULAR & ORIENTAL.

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS OF CALL	SARDINIA ... Capt. J. T. Jeffery,	Noon. 3rd July.	See Special Advertisement
SHANGHAI, MOJI, KOBE and YOKOHAMA	KASHGAR ... Capt. H. N. Rivers, R.N.R.	About 6th July.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	KARMALA ... Capt. H. G. Evans, R.N.R.	About 7th July.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to:—

E. A. HEWETT,
Superintendent.

Hongkong, 22nd June, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
AMOY	"LINAN"	On 23rd June, 4 P.M.
SHANGHAI	"LIANGCHOW"	On 24th June, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 26th June, Noon.
SHANGHAI	"LUCHOW"	On 27th June, D'light.
MANILA, CEBU and ILOILO	"TAMING"	On 29th June 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft; on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW," and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd June, 1915. TELEPHONE 36. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 27th June, at 10 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 29th June, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 19th June, 1915. 3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 21st June, 1915. 29

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	24th June.	On 17th July, 11 A.M.
EASTERN	15th July.	On 9th Aug., 11 A.M.
ALDENHAM	2nd Aug.	On 23rd Aug., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS. 23

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots	TUES., 20th June.
* NIPPON MARU	11,000 — 18 knots	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots	TUES., 27th July.
CHIYO MARU	22,000—21 knots	TUES., 24th Aug.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS)	£120.
" " " NEW YORK	£60.	" "	£96.10.
" " " SAN FRANCISCO	£45.	" "	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.

SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU	17,200—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291. [316

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	Steamer	To Sail.
SHANGHAI, KOBE AND YOKOHAMA (Without Transhipment)	V. CIOTAT	On 28th June.

HOMEWARD

MARSEILLES VIA SAIGON and PORTS (Without Transhipment)	CHILI	On 26th June, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915:—
TO KOBE $135, TO YOKOHAMA $150.
For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU"	T. Hamada	THURSDAY, 15th July, at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"CHOSIN MARU"	S. Nemoto	SUNDAY, 4th July, at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 27th June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WED'DAY, 23rd June, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"DAIGI MARU"	T. Konishi	WED'DAY, 23rd June, at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ KATORI MARU, Capt. B. Kon,	20,000	THURSDAY, 1st July, at Noon.
	§ KAMO MARU, Capt. Shimizu,	16,000	THURSDAY, 15th July, at Noon.
VICTORIA, B.C., and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA	§ TAMBA MARU, Capt. Nagasago,	12,500	TUESDAY, 29th June, at 4 P.M.
	§ YOKOHAMA MARU, Capt. Komatsubara,	12,500	THURSDAY, 8th July, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	§ NIKKO MARU, Capt. Takeda,	9,000	FRIDAY, 16th July, at 4 P.M.
	§ HITACHI MARU, Capt. Tominaga,	13,500	TUESDAY, 17th August, at 11 A.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON	SANUKI MARU, Capt. Tsuda,	12,500	SATURDAY, 26th June.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO			
KOBE and YOKOHAMA	COLOMBO MARU, Capt. Sakamoto	8,000	MONDAY, 5th July.
SHANGHAI, MOJI and KOBE	BOMBAY MARU, Capt. Ohta	8,000	FRIDAY, 25th June.
NAGASAKI, KOBE and YOKOHAMA	§ HITACHI MARU, Capt. Tominaga,	13,500	FRIDAY, 16th July, 10 A.M.
SHANGHAI KOBE and YOKOHAMA	§ MISHIMA MARU, Capt. Wada,	15,000	TUESDAY, 29th June, at 10 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer.	Displacement.	Leave Hongkong
KATORI MARU	20,000 Tons	Thurs., 1st July.
KAMO "	16,000 "	" 15th July.
KASHIMA "	20,000 "	" 29th July

FOR AMERICA.

TAMBA MARU	12,500 Tons	Tues., 29th June.
YOKOHAMA "	12,500 "	Thurs., 8th July.
SADO "	12,500 "	Tues., 27th July.
AWA "	12,500 "	" 10th Aug.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 194.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.,
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
p.m.		about	about Noon.			
June 21	SARDINIA	June 28	July 3	MEDINA	Aug. 1	Aug. 8
—	NUBIA	July 12	July 17	MONGOLIA	Aug. 15	Aug. 22
July 19	ORIENTAL	July 26	July 31	MALWA	Aug. 28	Sept. 4
—	MALTA	Aug. 9	Aug. 14	PERSIA	Sept. 11	Sept. 18
Aug. 16	SARDINIA	Aug. 23	Aug. 28	MOREA	Sept. 25	Oct. 2
—	NUBIA	Sept. 6	Sept. 11	MALOJA	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

LONDON						
1st Saloon	"A"	Accommodation	Single	£70.	Return	£105.
	"B"	"	"	£64.	"	£96.
2nd Saloon	"A"	"	"	£48.	"	£72.
	"B"	"	"	£44.	"	£66.
MARSEILLES						
1st Saloon	"A"	Accommodation	Single	£66.	Return	£99.
	"B"	"	"	£60.	"	£90.
2nd Saloon	"A"	"	"	£46.	"	£69.
	"B"	"	"	£42.	"	£63.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA.	Leave SHANGHAI	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES if calling	Due at LONDON.
	about	about	about	about	about	about
KARMALA	June 21	July 1	July 7	July 13	Aug. 12	Aug. 20
KASHGAR	July 19	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 19
NOVARA	Aug. 16	Aug. 26	Sept. 1	Sept. 7	Oct. 8	Oct. 17
SIMLA	Sept. 27	Oct. 7	Oct. 13	Oct. 19	Nov. 17	Nov. 26
NANKIN	Oct. 11	Oct. 21	Oct. 27	Nov. 2	Dec. 1	Dec. 9
NYANZA	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 23

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £54 Single: £81 Return, 2nd Saloon £38 Single: £57 Return

FARES TO MARSEILLES:
1st Saloon £50 Single, 2nd Saloon £30 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
Philippine Islands ...	*Tenyo Maru* ...	23rd inst.
Shanghai ...	*Lushun* ...	23rd inst.
Australia ...	*Empress* ...	24th inst.
Europe (London 29th ult. via Siberia) ...	*Taishun* ...	25th inst.
Europe (via Negapatam) ...	*Pooksang* ...	26th inst.
...	...	...
...	...	...
...	...	...

OUTWARD MAILS.

For	Per	Date
Haiphong ...	*Daigi Maru* ...	Wednesday, 23rd, 9.00 A M
Swatow, Amoy, Formosa via Takao ...	*Soshu Maru*	Wednesday, 23rd, 9.00 A M
Shanghai, North China, Japan, via Nagasaki, Honolulu, United States, South America and Canada via San Francisco, and United Kingdom via Canada ... (Europe via Siberia) [Tientsin-Pukow Railway Shanghai Brit. P.O Saturday, 26th inst.]	*Manchuria* ...	Wednesday, 23rd, Registration ... 11.15 A M; Letters ... Noon
Amoy ...	*Linan* ...	Wednesday, 23rd, 3.00 P M
Hoihow and Haiphong ...	*Hongkong* ...	Thursday, 24th, 11.00 A M
Swatow and Bangkok ...	*Standard* ...	Thursday, 24th, 11.00 A M
Straits ...	*Itola* ...	Thursday, 24th, 2.00 P M
Shanghai, North China ... (Europe via Siberia) [~~Tientsin-Pukow Railway Shanghai Brit. P.O.~~ Tuesday, the 29th inst.]	*Liangchow* ...	Thursday, 24th, Registration ... 2.15 P M; Letters ... 3.00 P M
Straits ...	*Hopsang* ...	Friday, 25th, 2.00 P M
Japan via Yokohama ...	*Yatshing* ...	Friday, 25th, 5.00 P M
Weihaiwei and Tientsin ...	*Hwichow* ...	Saturday, 25th, 10.00 A M
Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe ...	*Chili* ...	Saturday, 26th, Printed Matter and Samples ... 10.00 A M; Registration ... 11.15 A M; Registration, Kowloon B.O. ... 9.30 A M; Letters ... Noon
Philippine Islands ...	*Yuensang* ...	Saturday, 26th, 2.00 P M
Shanghai and North China (Europe via Siberia) [Tientsin-Pukow Railway Shanghai Brit. P.O. Wednesday, 30th, inst.]	*Luchow* ...	Saturday, 26th, Registration ... 4.15 P M; Letters ... 5.00 P M
Swatow, Amoy and Foochow ...	*Haimun* ...	Sunday, 27th, 9.00 A M
Swatow, Amoy and Formosa via Tamsui ...	*Daijin Maru*	Sunday, 27th, 9.00 A M
Shanghai, North China and Japan via Kobe ...	*Mishima Maru*	Tuesday, 29th, 9.00 A M
Swatow, Amoy and Foochow ...	*Haitan* ...	Tuesday, 29th, 1.30 P M
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle (Wash.) ...	*Tamba Maru*	Tuesday, 29th, Registration ... 2.15 P M; Letters ... 3.00 P M
Philippine Islands ...	*Taming* ...	Tuesday, 29th, 3.00 P M
		—: JULY :—
Straits, Colombo, Port Said, Marseilles & London	*Katori Maru* ...	Thursday, 1st, 11.00 A M
Shanghai, North China, Japan via Moji, Victoria, Vancouver and United Kingdom via Canada ... (Europe via Siberia) [Tientsin-Pukow Railway, Shanghai Brit. P.O. Tuesday, 6th July.]	*Montcalm* ...	Saturday, 3rd, Registration ... 9.15 A M; Letters ... 10.00 A M
Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe ... The Parcel Mail will be closed on Friday, 2nd July, at 5 P.M.	*Sardinia* ...	Saturday, 3rd, Printed Matter and Samples ... 10.00 A M; Registration ... 10.15 A M; Registration Kowloon B.O. ... 9.30 A M; Letters ... 11.00 A M

From Sheungwan Western Branch P.O.

For	On Week-days	On Sundays & Holidays
Canton ...	7.30 A.M., 9.30 P.M.	9.30 P.M.
Tai Ping Tung ...	7.00 A.M.	7.00 A.M.
Shek Ki ...	9.00 P.M.	9.00 P.M.
Kongmun ...	6.30 P.M.	6.30 P.M.
Kumchuk ...	6.00 P.M.	6.00 P.M.
Kaukong ...	6.00 P.M. Except Saturdays.	6.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

June 22nd.

On London:—
Telegraphic Transfer ... 1/9½
Bank Bills, on demand ... 1/9⅝
Bank Bills, at 30 days' sight ... 1/9⅝
Bank Bills, at 4 months' sight ... 1/9¾
Credits, at 4 months' sight ... 1/10⅛
Documentary Bills 4 months' sight 1/10⅛

On Paris:—
Bank Bills, on demand ... 232
Credits, at 4 months' sight ... 242½

On Germany:—
On demand ... nom.

On New York:—
Bank Bills, on demand ... 43⅛
Cedits, at 60 days' sight ... nom.

On Bombay:—
Telegraphic Transfer ... nom.
Bank, on demands ... 135¾

On Calcutta:—
Telegraphic Transfer ... nom.
Bank, on demand ... 135¾

On Shanghai—
Bank, at sight ... 78
Private, 30 days' sight ... nom.

On Yokohama:—On demand ... 88
On Manila:—On demand—Pesos—88
On Singapore:—On demand ... 77
On Batavia:—On demand ... 108½
On Haiphong:—On demand ... 2½% p.m.
On Saigon:—On demand ... ⅛ % p.m.
On Bangkok:—On demand ... 86
Sovereigns, Bank's Buying Rate ... $11.00 n.
Gold Leaf, 100 fine, per tael ... $57.90
Bar Silver, per oz. ... 23⅝d.

SHARE LIST.—QUOTATIONS.

Hongkong, 22nd June, 1915.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on basis of last div'd.
Banks.—					
Hongkong & S'hai. Bank. Corporation	120,000	$125	all	$815, buyers L'don	5½ p.c.
China Borneo Company, Limited ...	60,000	$10	all	$10, sellers	8½ p.c.
China Light and Power Company, Ld. ...	50,000	$5	all	$4¾, sellers	7½ p.c.
	50,000	$1	all		
China Providenc, Loan & Mortgage Co., Ld	200,000	$10	all	$8¾, sales	8½ p.c.
Cotton Mills.—					
S'hai Cotton Manufacturing Co., Ld. ...	40,000	Tls. 50	all	Tls. 99, buyers	
Kung Yik Cotton S. & W. Co., Ld. ...	100,000	Tls. 10	all	Tls. 13.90, buy.	
International Cotton Manuf'ing Co., Ld.	10,000	Tls. 75	all	Tls. 90	
Laou Kung Mow Cotton S. & W. Co., Ld.	8,000	Tls. 100	all	Tls. 87, buyers	
Soeyubee Cotton S. & W. Co., Ld. ...	20,000	Tls. 50	all	Tls. 44	
Ewo Cotton Spin'g. & Weaving Co. Ld	20,000	Tls. 50	all	Tls. 164, buyers	
Hongkong Cotton Spinning Co., Ld. (in Liquidation) ...	125,000	$10	all	$7½, buyers	
Dairy Farm Company, Limited ...	40,000	$7½	$6	$34, buyers	4½ p.c.
Docks and Wharves.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$68½, sal. & buy.	5 p.c.
H'kong. and Whampoa Dock Co., Ld...	50,000	$50	all	$63, sellers	5 p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 51½	
S'hai. and Hongkew Wharf Co. Ld...	36,000	Tls. 100	all	Tls. 83	
Green Island Cement Co., Limited...	400,000	$10	all	$6.90, buyers	
Hongkong Electric Co., Limited ...	60,000	$10	all	$39½, buyers	7½ p.c.
Hongkong Hotel Company, Limited ...	20,000	$50	all	$115, buyers	5 p.c.
Hongkong Ice Company, Limited ..	6,500	$25	all	$185	5½ p.c.
Hongkong Rope Manufacturing Co., Ld...	60,000	$10	all	$26½, sellers	7½ p.c.
Hongkong Tramway Co., Ld. ...	325,000	5/-	all	$5, buyers	6 p.c.
Insurances.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$365, buyers	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$145, buyers	7 p.c.
Hongkong Fire Insurance Co., Ld. ..	8,000	$250	$50	$395, buyers	7 p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 170	
Union Insurance Society, Limited ..	12,400	$250	$100	$890, buyers	5½ p.c.
Yangtsze Insurance Association Ld ..	12,000	$100	$60	$240, @ Ex 75	
Lands and Buildings.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$108, buyers	5½ p.c
Hongkong Central Estate, Ld.	10,000	$100	all	$100	
Hongkong Land Reclamation Co., Ld	25,000	$100	$75	$20.	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$6.90, sellers	6 p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$40, buyers	7½ p.c.
Shanghai Land Investment Co., Ld.	79,000	Tls. 50	all	Tls. 105	
West Point Building Co., Limited	12,500	$50	all	$71, buyers	6 p.c
Maatschappij tot Mijn-, Bosch- en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 39½	
Mining.—					
Chinese Engineering and M. Co., Ld	1,000,000	$1	all	32/-	
Raub Australian Gold Mining Co., Ld	200,000	$1	all	$3⅞, sales	
Tronoh Mines, Limited ...	160,000	$1	all	32/6	
Peak Tramways Co., Limited	25,000	$10	all	$9.30	8 p.c.
	50,000	$10	$1	$0.90, buyers	
Refineries.—					
China Sugar Refining Co., Limited	20,000	$100	all	$114, buyers	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$20, sales	
Steamship Companies.—					
China and Manila Steamship Co., Ld..	30,000	$25	all	$4.90, buyers	
Douglas Steamship Co., Limited.	20,000	$50	all	$51, buyers	6 p.c.
H'kong., Canton & Macao S.B. Co., Ld	80,000	$15	all	$22, sellers	4 p.c.
Indo-China Steam Navigation Co., Ld	50,000 pref. 50,000 def.	£5	all	$100 buyers	
Shell Transport & Trading Co., Ld	4,047,950	£1	all	9/-	7½ p.c.
Star Ferry Company, Limited	40,000	$10	all	$37, sellers	5½ p.c.
South China Morning Post, Limited	6,000	$25	all	$28	
Steam Laundry Company, Limited	20,000	$5	all	$3.10, buyers	8½ p.c.
Stores and Dispensaries.—					
Powell, Wm., Limited ..	21,000	$7	all	$6½, buyers	7½ p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$6.60, sellers	9 p.c
Union Waterboat Co., Limited ...	50,000	$10	all	$17, buyers	6 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

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